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lating prices by an increased or diminished supply, and advances in the rates of transportation to meet their purposes. The natural tendency of such a system is to crush out all true enterprise, while it is the direct source of all those troubles and difficulties so constantly occurring in those regions where by its practice the trade is rendered uncertain, and the living of the miner precarious. It yields immense profits to transporting companies, but its influence on the trade is unnatural and disastrous, checking the growth of manufacturing industry and imposing upon all classes of the community an onerous and needless tax. When, as within the last two years, we see the iron mills and furnaces on the Lehigh and along the Schuylkill, with the means of both rail and water transportation, absolutely suspending operations in consequence of the heavy cost of fuel, we realize that there are evils which even tariffs will not correct; that competition in coal transportation is as necessary as in mining, and that we must look to new avenues to secure for our manufacturers, our steam marine, and all classes of consumers the full benefits of a constant and ample supply of cheap fuel.

The principal coal producing State is Pennsylvania, and her mines as well from their advantageous location as their prolific and practically inexhaustible character, must continue to be drawn upon for many years to come for the chief supply of the seaboard markets. The great anthracite field, indeed, lying east of the Susquehanna, is almost an appendage of our metropolis, while new routes of transportation will in a very short time bring to us the soft coals of the Broad Top and Allegheny regions at greatly diminished cost. The first shipments from the Lehigh region were made in 1820, in which year three hundred and sixty-five tons were sent to market. The Schuylkill Canal was opened two years later, and in 1829 the Delaware and Hudson Canal. In 1830 the supply had increased to 174,734 tons; in 1840 to 841,584 tons; in 1850 to 3,177,537 tons, and in 1860 to 8,151,567 tons. The total supply of anthracite in 1865 from the Schuylkill, Lehigh and Wyoming regions was 9,488,896 tons, being half a million tons less than the previous year. The yield of semi-anthracite from the Broad Top and Susquehanna River regions was 479,991 tons,

and of bituminous from the Allegheny and other regions 3,679,632 tons. The product of hard and soft coal in all the States in 1865, was as follows:

	Tons.
Pennsylvania.	18,648,019
Ohio.	1,440,522
Illinois.	1,160,622
Maryland.	908,495
West Virginia.	279,843
Indiana.	158,438
Kentucky.	91,113
Missouri.	87,072
Iowa.	62,508
California.	32,877
Virginia.	30,958
Washington.	19,214
Michigan.	17,097
Tennessee.	18,662
Rhode Island.	8,060
Oregon.	2,048
Kansas.	1,913
Utah.	817

The product of the various regions of Pennsylvania was as follows:

	Tons.
Schuylkill Region, (Anthracite).	3,735,802
Lehigh.	2,040,913
Wyoming.	3,254,519
Shamokin.	457,162
Broad Top.	(Semi-anthracite). 315,996
Treverton.	153,995
Allegheny.	2,897,000
Mercer.	288,000
Blossburg.	394,682
Ridgway.	100,000

Of the total supply of anthracite coal in 1865, upwards of two million tons were consumed on the lines of the different avenues to tide water. There were sent to New York and Elizabethport 3,400,000 tons; to Philadelphia 988,219 tons, exclusive of 2,051,202 tons left at Richmond by the Reading Railroad. The Delaware and Lackawanna road sent 125,000 tons to Syracuse, and 41,000 tons to Ithaca, and the Pennsylvania Coal Company 580,000 tons to Newburg by rail. Of the bituminous coal of the Allegheny region 1,200,000 tons were sent down the Ohio, a million tons were taken for local consumption, and the balance sent east. The product of the Mercer mines was chiefly consumed at Erie, Buffalo and Cleveland. The mines on the Philadelphia and Erie road were but partially worked, and their product was chiefly consumed on the line of that road.

The annual increase in the supply, even within the last five years, has scarcely averaged half a million tons, including both hard and soft coal, whereas the condition of the market has been such as to fully warrant an annual addition of a million and a half tons at least, without incurring the risk of ruinous prices. The indications are, indeed, that the increase the present year will even exceed two million tons, and yet there is no where a surplus stock, or any likelihood that prices the coming winter will be materially lower than those of last. Cheap fuel is a great desideratum to the communities of our cities and manufacturing towns, and in the present state of industrial enterprise, an increase henceforward of two million tons annually will no more than insure an adequate supply, since cheapness, that is to say, a uniform rate of from four to five dollars per ton, would greatly stimulate consumption. Nor is it likely that much higher rates than these are to prevail for the future. The various lines of railroads and canals penetrating the coal regions of Pennsylvania are all preparing for increased business. The Delaware and Hudson Canal Company have perfected arrangements for rail communication with their mines; the Lehigh Navigation Company have added to their water transportation facilities by leasing the Delaware Division Canal, and are at the same time pushing their road west to the Susquehanna, and east to the Delaware; the Lehigh Valley Railroad Company are also extending their road into the Wyoming Region, and various other roads are projected, looking to the opening of new mines and new markets. In the meantime the supply of soft coal from the Allegheny Region over the Pennsylvania Railroad is steadily on the increase, amounting the present year to nearly a million and a half tons; the Philadelphia and Erie road is carrying both east and west large quantities of coal from the prolific fields through which that road runs for hundred miles; the enlargement of the Pennsylvania Canal is in vigorous progress, and in connection with the enlargement of the Union Canal from the Susquehanna River to the Schuylkill Canal at Reading will complete a direct line of water communication between the semi-anthracite mines of the Broad Top region and tide water on the Delaware.

In addition to these various enterprises, all of which are important, a number of influential capitalists of this city and Philadelphia, having large interests in the Schuylkill and Wyoming Regions, have projected a scheme that under wise direction is likely very early to assume commanding magnitude, and to exercise a powerful influence in the development of the whole anthracite region. In view of the monopoly maintained by existing coal carrying companies, and its injurious influence on mining enterprise and the growth of the trade, the Pennsylvania Legislature at its last session chartered a company known as the Manufacturers' and Consumers' Anthracite Railroad Company, with authority to construct an additional line of road between Philadelphia and the Schuylkill Region, with a branch by the most feasible route from point near the head of the Schuylkill Valley to the Delaware River, and thence to this city. During the summer the whole ground has been carefully examined by experienced and competent engineers, and at recent

conferences the projectors of the enterprise have expressed the utmost gratification at the character of their reports. From Philadelphia it is believed a route can be secured scarcely less favorable for coal transportation than even the Reading road, and but a very few miles greater in extent, while the route to the Delaware lies nearly in a straight line, and is unexpectedly free from heavy gradients. The charter of the company authorizes the use of any existing road as a part of the main line, if desirable, and the plan of the enterprise as now contemplated comprehends, through the combination of existing interests, as far as may be, a great line northward from Philadelphia through the Lehigh and Wyoming Regions to Middle and Western New York, intersected in the vicinity of Perryville on the Lehigh by an air line from this city, and extending thence down the Schuylkill Valley, thus opening the whole region east of the Susquehanna both to this city and Philadelphia by routes that will defy competition.

The details of the plan of operations embraces an immense and perfectly appointed shipping depot in the vicinity of this city, and another of like character on the Delaware adjacent to League Island, the latter to be reached from above Philadelphia by the Connecting Railroad now in course of construction and extensions of the Pennsylvania Railroad below the city. The peculiar advantages of such a depot, should League Island be selected as the site for a national naval station for the construction of iron vessels of war, would be very great if only with respect to the requirements of the Government in receiving its supplies of coal and iron; but there are other considerations making the location specially desirable. It is at a point on the Delaware that is almost wholly free from ice during the winter, when the Reading Railroad wharves at Richmond are inaccessible, and moreover, practically has the advantage of a whole day for sea-going colliers over those loading at the Richmond wharves.

The charter of the company is exceedingly liberal in its provisions, and even with a less inviting field of operations the enterprise would attract the investment of capital. As it is, it is in eminently strong and experienced hands, and cannot fail to become the great coal carrier of the country, effectually correcting existing abuses in the carrying trade, and permanently cheapening the price of coal, since the charter limits the charges for transportation to two cents per ton per mile when carried in the cars of operators, and two and a half cents per ton when the cars are provided by the company, being about half the rates heretofore exacted by the monopolists.

#### Eel River Railroad.

This road was projected some years since to run from Logansport, Indiana, through the counties of Cass, Miami, Wabash, Kosciusko, Whitley, Allen, Noble and DeKalb to Butler Station, on the Air Line road, seventy-one miles west of Toledo and three miles west of the Ohio State line. The Logansport *Pharos* says that there is a prospect of its speedy completion. The sum of \$1,500,000 has been borrowed for the construction of the road, and the work is to be prosecuted at once. It will pass through the following places: Logansport, Mexico, Paw Paw, Stockdale, Laketon, Man-

chester, Liberty Mills, Springfield, Columbia City, Auburn, Cherubusco and Butler Station.

#### Burlington and Missouri River Railroad.

The earnings of this road for the years ending April 30, 1865 and 1866, have been as follows:

	1865.	1866.
From passengers .....	\$146,342 93	\$170,386 54
" freight & express. ....	276,503 86	286,181 17
" mails.....	5,982 71	5,377 95
" telegraph.....	1,155 18	2,589 08
" miscellaneous....	1,621 80	2,260 53
	<hr/>	<hr/>
	\$431,605 98	\$466,745 27

Expenses, viz :

Track.....	\$34,464 98	\$71,896 15
Bridges.....	15,478 24	41,256 48
Buildings, etc.....	3,596 89	5,996 88
Engines .....	12,023 85	14,027 16
Cars .....	19,418 25	22,644 85
Fuel .....	14,902 93	19,070 73
Oil and waste.....	2,906 39	4,824 61
Station service .....	17,344 53	20,239 66
Train .....	19,132 42	24,265 02
Wood and water service	4,765 12	5,275 16
Loss and damage.....	3,242 45	3,370 51
General office .....	8,821 55	10,197 30
Boston office.....	3,140 52	8,149 79
Taxes.....	18,726 26	20,183 03
Line expenses.....	8,152 43	1,488 82
Telegraph.....	2,611 14	3,576 49
Permanent improvement .....	2,218 47	6,552 83
Miscellaneous .....	4,319 35	7,812 64
	<hr/>	<hr/>
	\$185,275 38	\$285,328 11
Balance of earnings .....	\$246,330 60	\$181,417 16

The ratio of operating expenses to earnings in 1865-'66 is 59.7 per cent., against 42.4 per cent. in 1864-'65. The report says :

The earnings of our road the past year have a little exceeded those of the preceding year, and our operating expenses, owing to the continued high price of labor and materials, have also been greater, as appears from the following comparison:

Receipts.	Operating
1866....\$466,745 27	\$285,328 11
1865....431,605 98	271,259 18

As was foreshadowed in our last Report, the expenditures for renewal of bridges, iron, &c., for the year, have been heavy. But though they were sufficient to exhaust all our net receipts, above interest payments, they could not be deferred, especially as additional business was to come upon the road by its extension.

A year ago we referred to a plan by which the Chicago, Burlington and Quincy Company had offered to aid us in extending our road. By the assistance thus offered, and our land mortgage bonds, we secured means to put the work under contract for fifty-six miles to Chariton, and it is now in progress with a prospect of completion before the first of next January.

The addition of seventy-five per cent. to the mileage of the road, it is expected will increase the earnings proportionally, giving us the year after opening the new road, over \$800,000, which amount we hope to have very soon doubled by the development of the country certain to result from giving it railroad facilities.

We are as unwilling to stop our road at Chariton, as we were to hold up at Ottumwa, and shall certainly go on with it at once if we can get means. Fifty miles further will carry us to the border of our lands granted in aid of construction which lie on both sides of the road the remaining one hundred miles to the Missouri River.

These lands have been but of little value while distant from communication by railroad with the rest of the world. The extension of the road through them will render them desirable for settlement as they are fertile and well watered, and will at once give them a market value. As these lands are held for a sinking fund to pay off the

land bonds, and are believed to be ample for retiring the whole amount to be issued under the mortgage, if the road is built through them before they are put upon the market, there is a double motive for going right forward with the road. We make our lands worth enough in a few years to pay off our mortgage, at the same time that we have a road which will, like the Chicago, Burlington and Quincy road increase in value yearly with the development of the country which it serves.

The land grant of our company in Nebraska, for aiding the extension of the road across that territory, to the one hundredth meridian, referred to in our last Report, brings us over three millions of acres, as appears from the report of our agent at Washington. We have too much on our hands in Iowa, just now, to do more than the preliminary work in Nebraska for the present. But though we should like to go on with the Nebraska road at the same time, and have it ready for use when we reach it, any delay which circumstances render unavoidable, will not cause serious inconvenience to us and our eastern connections, or their patrons, owing to a change of route at the east end of the Union Pacific road, which brings it, in its approach to the Missouri River, near Bellevue, within six or eight miles of the terminus of our Iowa road.

At a moderate expense, we can make a temporary connection with that road on terms mutually advantageous, and thus form as direct a line from the east as far through toward the Pacific as this Pioneer road, now open one hundred and twenty-five miles, and making rapid progress, shall from time to time be expended.

The following figures show that we have not sold any of our mortgage bonds yet. All that the mortgage permits us to issue, viz., \$18,000 per mile of road, will be required in construction of the section now under contract.

Our construction account now stands as follows:

On first division, Burlington to Ottumwa	\$2,538,033 96
On second division, Ottumwa west	457,876 24
On accretions at Burlington, including buildings	46,109 30
On equipment	173,897 11

\$3,215,916 61

We obtained our means as follows:

Des Moines County subscription bonds	\$150,000 00
Henry " "	100,000 00
Jefferson " "	15,000 00
Wapello " "	18,000 00
City of Burlington " "	75,000 00
City of Burlington loan bonds to be converted into stock	75,000 00
Old individual stock in Iowa	71,112 82
New " "	1,910 00
New non-resident stock	680,546 50
Preferred stock	355,235 00

Total stock \$1,541,804 32

New land mortgage 7 per cent. bonds on the whole road and lands, due Oct. 1, 1870. \$1,180,950 00

Old 1st mortgage bonds not yet exchanged.. 30,200 00

Old 2d mortgage bonds not yet exchanged.. 77,840 00

Old land mortgage bonds not yet exchanged.... 18,120 00

Convertible bonds to be exchanged for preferred stock, July 1, 1870	600,000 00
Notes payable	35 40
Due other roads for tickets sold	4,388 36
U. S. taxes reserved	391 90
Sundries	2,715 02
Unpaid drafts	186 49
Income	81 16

\$3,451,712 65

Deduct—	
Cash on hand	\$146,673 55
Bills receivable	420 00
Land grant account	22,100 26
Do. of Nebraska	35 80
Materials	51,509 01
Telegraph	6,481 63
Nebraska survey	8,575 79
	235,796 04

\$3,215,916 61

Mortgage bonds on the 75 miles of road, under the compromise	\$1,351,840 00
Convertible bonds to aid in the extension of the road west from Ottumwa, to be exchanged into preferred stock, July 1, 1870	600,000 00

Total \$1,951,840 00

Annual interest, 7 per cent., \$136,628.80.

July 1, 1870, the convertible bonds cease to draw interest.

Other indebtedness:

Notes payable	\$35 40
Due other railroad companies	4,388 36
Due U. S. Government	391 90
Due sundries	2,715 02

Coupons—Prior to date of new mortgage, October 1, 1863 814 40

Back interest from August 1, to October 1, 1863, on unexchanged bonds.

April, 1864; October, 1864; April, 1865; October, 1865; April, 1866; 5 coupons on new unexchanged bonds

15,749 65

New mortgage bond coupons not presented

1,529 50

Convertible bond coupons not presented

255 50

\$27,820 26

Available means on hand:

Cash assets \$146,673 55

Notes receivable 420 00

7 per cent. land bonds, in exchange for 2d mortgage and land mortgage bonds held by the company 78,250 00

Preferred stock 29,750 00

#### INCOME ACCOUNT.

Balance from previous year \$77,267 28

Receipts for the year's earnings 466,745 27

Receipts for interest 16,902 84

\$560,915 34

Operating, improving and equipping 449,153 83

Coupon payments 111,500 76

Exchange 179 59

560,834 18

Balance carried to new account \$81 16

Our financial statement, which in some of its features had become stereotyped in our reports, is considerably changed in the foregoing, nearly half a million of dollars appearing to construction west of Ottumwa.

The equipment of the road consists of: 11 locomotives, 8 passenger, 5 baggage, and 267 freight, coal, etc., cars. Three locomotives, two baggage and eighty-two freight cars have been added during the year. Number of passengers carried, 83,025; of which 21,224 were through, and 63,801 way. Of the through passengers, 7,676 went east, and 13,548 west. Of the way passengers, 29,886 went east, and 33,914 west. Total mileage of passengers, 3,236,065. Tons of freight moved, 76,820; of which 46,409 were through, and 30,411 way. Of the through freight, 23,249 tons were moved eastward, and 23,180 westward. Of the way freight, 17,245 tons were moved eastward, and 13,166 westward. Total mileage of freight, 4,559,884. Total number of miles run by

traffic trains, 125,825. Total car mileage, 1,262,625.

The receipts and disbursements for the year ending May 1, 1866, were as follows:

Balance as per last report	\$80,405 77
Capital stock account	3,156 97
Interest account	16,902 84
Road earnings account	466,745 27
Bond account	600,000 00
Unpaid drafts account	101 94
Sundries account	1,263 81

	\$1,168,576 60
Construction account	\$438,540 82
Improvement and equipment account	163,825 72
Nebraska survey account	1,886 81
Operating account	285,328 11
Coupon interest account	111,500 76
Exchange account	179 59
Bond account, payment of fractions	175 00
Preferred stock account, payment of fractions	885 00
Land grant account	5,809 81
Do. in Nebraska	35 80
Telegraph account	181 61
Material account	9,258 02
Foreign ticket account	2,712 41
U. S. Gov. tax account	1,633 59
Cash balance	146,673 55

\$1,168,576 60

#### GENERAL BALANCE, APRIL 30, 1866.

Capital stock	\$1,111,569 32
Burlington convertible bonds	75,000 00
Preferred stock	355,235 00
Road bonds	121,160 00
New road bonds	1,180,950 00
Convertible bonds	600,000 00
Notes payable	35 40
Unpaid drafts	186 49
U. S. Government tax reservations	391 90
Foreign ticket account	4,388 36
Sundries	2,715 02
Income	81 16

\$8,451,712 65

Construction \$3,215,916 61

Telegraph 6,481 63

Nebraska survey 8,575 79

Land grant 22,100 26

Nebraska land grant 35 80

Materials 51,509 01

Notes receivable 420 00

Cash assets 146,673 55

\$8,451,712 65

The Directors chosen at the annual meeting, June, 1866, are:

President.—JAMES F. JOY.

Directors.—Robert B. Forbes, Nathaniel Thayer, John M. Forbes, John W. Brooks, Erastus Corning, James F. Joy, James W. Grimes, Elbridge D. Rand, Robert S. Watson.

Treasurer and Secretary.—JOHN N. DENISON.

Superintendent.—CHARLES E. PERKINS.

Chief Engineer.—H. THIELSEN.

#### Western Union Telegraph.

This company have just opened their newly completed line overland to California, via Denver City, Bridger's Pass, and the overland stage route as now traveled. This line is in addition to the old line via Fort Laramie and the South Pass. The new line is constructed in a superior manner, and there will probably be little future interruption in telegraphic communication with the Pacific. The company have also opened their new line between Salt Lake City and Montana, thus bringing the mining districts of that country into direct communication with the rest of the telegraphic world.

**Liability of Telegraph Co. for Mistake in Message.—Measure of Damages.**

The case of *Rittenhouse vs. The Independent Telegraph Company* will be found of general interest as involving questions of law of the utmost importance both to Telegraph Companies and the public. The case arose in the court of Common Pleas of this city, and was brought to recover of the defendant, a corporation having and controlling a line of telegraph between the city of New York and Washington, D. C., damages for a mistake in a message transmitted over the defendant's line, by the plaintiffs, at Washington, to their brokers, Drexel, Winthrop & Co., at New York.

It was shown on the trial, that on the 14th day of October, 1863; the plaintiffs delivered to the defendant at the office in Washington, the following message, directed to Drexel, Winthrop & Co.:

"If we have any old Southern on hand, sell same before board—buy five Hudson at board—quote price."

"**RITTENHOUSE, FANT & CO.**"

The message received by Drexel, Winthrop & Co., was as follows:

"If we have any old Southern on hand, sell same before board—buy five hundred before board—quote price."

"**RITTENHOUSE, FANT & CO.**"

By an understanding between the plaintiffs and their brokers, the words "old southern" in the message meant Michigan Southern Railroad Stock. The words "five Hudson" meant five hundred shares of Hudson River Railroad Stock; and the word "board" meant the stockbrokers' board in New York. The agents, without suspicion of the error in the telegram, sold all the Michigan Southern of the plaintiffs' before the morning board, and purchased five hundred shares of the Michigan Southern stock at the board for the plaintiffs, at forty-four thousand three hundred and thirty-seven dollars and fifty cents, that being the lowest price for which they could be bought. Immediately after the purchase, the brokers notified the plaintiffs by telegraph, of the purchase, and price. The same day, the plaintiffs directed their brokers, by telegraph, to cancel the erroneous sale and purchase of the Michigan Southern Stock, and to purchase the five hundred shares of Hudson River Stock. The message was received late in the day, and after the board adjourned. The brokers sold on the street, the same afternoon, the five hundred shares of Michigan Southern, for the best price they could obtain, forty-three thousand eight hundred and sixty-two dollars and fifty cents, being four hundred and seventy dollars less than they had to pay for them at the board. They also purchased on the street five hundred shares of the Hudson River Railroad stock, as directed by the plaintiffs, at one hundred and thirty nine dollars and fifty cents per share, that being the lowest price at which they could be obtained. The lowest price at which the same stock was sold at the morning board on that day was one hundred and thirty-six dollars per share, and the average price was one hundred and thirty-six dollars and seventy-five cents; making a difference between the lowest price at the morning board, and the price paid by the plaintiffs' brokers, on the whole five hundred shares, of one thousand seven hundred and fifty dollars, and a difference between the average price at the morning board,

and the price paid, of one thousand three hundred and seventy-five dollars.

The broker testified that had the correct dispatch been received by him, he would have purchased the five hundred shares of Hudson River stock, for the plaintiffs, at the first board in the morning.

The testimony on behalf of the plaintiffs being closed, the defendant's counsel moved to dismiss the complaint, on the following grounds:

1. That the message as delivered by the defendant to Drexel, Winthrop & Co., was so indefinite and uncertain in its directions to buy, as to put them upon inquiry as to its meaning; which was overruled by the court.

2. That the words five hundred in the connection in which they were used in the message as delivered, conveyed no authority to Drexel, Winthrop & Co., to purchase Michigan Southern Railroad stock; which was overruled by the court, the court deciding that the message as delivered, authorized Drexel, Winthrop & Co. to purchase five hundred shares of Michigan Southern Railroad stock.

3. That the purchase of five hundred shares of Michigan Southern Railroad stock, by Drexel, Winthrop & Co., was not a legitimate consequence or result of the defendant's error in the delivery of the message; which was overruled by the court.

4. That on discovery of the error in the message as delivered after the purchase of Michigan Southern Railroad stock, it was the duty of the plaintiffs, or their agents, Drexel, Winthrop & Co., to notify defendant of the purchase, and give the defendant an opportunity to adopt it, and assume the consequences thereof. The court sustained this point, and held and decided that as no such opportunity was given the defendant, but on the contrary, the plaintiffs sold this said stock without consulting the defendants, the plaintiffs could not recover any loss incurred by such purchase and sale. To this ruling, the plaintiffs' counsel excepted.

5. That the purchase of the Hudson River Railroad stock was a voluntary purchase, made with full knowledge on the part of the plaintiffs of the error in the delivery of the message, and of the market price of said stock, and that the damages alleged and claimed by the plaintiffs to have resulted therefrom, were speculative merely, and did not result from the defendant's error. The court overruled this point, and the defendant's counsel excepted.

6. That the purchase of Hudson River Railroad stock made by Drexel, Winthrop & Co., was not made in accordance with the directions of the plaintiffs, inasmuch as such purchase was not made at the board, and the defendants could not be liable thereon; which was overruled by the court, and the defendant's counsel excepted.

7. That the negligence and carelessness of the plaintiffs and their agents, in misconstruing the telegram contributed to the injury alleged, and the plaintiffs could not recover; which was overruled by the court, and the defendant's counsel excepted.

8. That after the discovery of error, and before purchasing the Hudson River Railroad stock, it was the duty of the plaintiffs to notify the defendant, and having omitted to do so, the plaintiffs

could not recover for the loss on the purchase; which was overruled by the court, and the defendant's counsel excepted.

The court thereupon decided, that the plaintiffs were entitled to recover of the defendant the sum of one thousand three hundred and seventy-five dollars, with interest thereon from the 14th day of October, 1863, amounting in all to the sum of one thousand four hundred and twenty-five dollars and eighty-nine cents, and entered judgment accordingly.

From the judgment entered on this decision, the defendant appealed to the General Term.

By the Court.—**BRADY, J.**—The dispatch written by the plaintiffs was an order to their brokers here to sell their Michigan Southern stock and to buy five hundred shares of Hudson River Railroad stock. The language employed, however indefinite to others was intelligible to the brokers. The dispatch written was not sent, and the effect of the error was to make it an order to sell the shares of Southern, and to buy five hundred more. As to this the erroneous dispatch is neither uncertain nor indefinite. No other interpretation can be fairly given to it. The evidence established the fact that the use of words "five Hudson," by an understanding between plaintiffs and their brokers, meant five hundred shares of the Hudson River Railroad stock, and also, that the erroneous dispatch was understood to be an order to purchase five hundred shares of the Michigan Southern, and which, as before suggested, was the only conclusion to be drawn from the language employed. These views dispose of the exceptions to the sufficiency of the evidence to warrant the findings of fact upon which the judgment is based. The plaintiffs, on learning that an error had been committed, again directed the purchase of Hudson River Railroad stock, and were entitled to the advantages of such purchase at the rates prevailing on the day of the date of the dispatch, without reference to the session of the board, when the dispatch was received.

The omission to buy at the board on that day arose from the defendant's misconduct in sending the dispatch, and it became the duty of the broker under his instructions to make the purchase at once. The defendants having placed it beyond the power of the plaintiffs' brokers to make the purchase in the particular manner indicated, they cannot avail themselves of the fact that the purchase was not made in that mode. They cannot take advantage of their own wrong, particularly when it nowhere appears that they were injured by the circumstance. The prices paid were the lowest at which the stock could be obtained, and the defendants had the benefit of that fact. The purchase was voluntary, it is true, but it was an act which the plaintiffs had the right to perform, growing out of their relations with the defendants, established by the contract on the part of the latter to transmit the dispatch faithfully. These views are responsive to the exceptions taken to the legal conclusions arrived at upon the trial, and leaves but one to be considered.

The plaintiff's claim for a difference of \$475 on the sale of the five hundred shares of Michigan Southern, was disallowed, upon the ground that the stock was, in legal effect, purchased on defendants' account, and could not be sold without some notice to them. I think this ruling was a

proper one, the relations of the parties being considered. If the plaintiffs intended to disavow the purchase, the defendants should have been notified thereof, and in that way enabled to keep the stock or not, as they might deem most advisable. By exercising the act of ownership in the sale made, they have adopted the purchase, and the sale must therefore be regarded as on their account. But if this view be incorrect, there can be no doubt that the defendants were entitled to notice of the mistake made by them, before any sale of the stock purchased, in pursuance of their erroneous dispatch, was made.

For these reasons the judgment must be affirmed.

#### Canadian Railways.

The following is an official statement of the Traffic Returns of the Canadian Railways for the month ending October 31, 1866 and 1866 :

Railways.	Passen- gers, sundries.	Mails	Total 1866.	Total 1865.	Miles in op- eration.	Miles in op- eration.
Great Western .....	\$131,089	\$10,896	\$141,274	\$283,259	\$357,624	345
Grand Trunk.....	239,806	20,400	349,165	609,871	601,020	1,377
London and Port Stanley .....	1,308	109	4,994	6,411	4,971	25
Welland .....	1,299	1,059	8,868	11,226	15,487	25
Northern.....	10,510	1,585	37,903	49,768	46,298	94
Port Hope, Lindsay & Beaverton.	1,964	134	11,890	13,988	11,502	43
Port Hope, and Peterborough .....	1,654	124	10,477	12,255	7,903	31
Gobourne and Peterborough .....	4,117	85	(No Returns.)	8,617	12,819	31
Brockville and Ottawa .....	4,407	549	2,046	7,002	9,573	54
Prescott and Ottawa .....	228	....	(No Returns.)	769	997	1,049
St. Lawrence and Industry .....						12
Total .....	\$396,382		\$576,003	\$1,007,006	\$1,065,613	2,104
						2,099

The Bennington and Rutland (late Western Vermont) Railroad has been leased to the Vermont Central road for at least one year from January next, when the lease to the Troy and Boston Railroad Company will expire.

A railroad is contemplated from Shelburne Falls, Mass., to Wilmington, Vt., connecting the new line to New Haven with the Western Vermont line, thus making the most direct route to the Sound.

The new route to Norfolk from Philadelphia, via Philadelphia, Wilmington and Baltimore and Delaware Railroads, was formally opened on the 26th ult.

#### Flint and Holly Railroad.

The following gentlemen have been elected directors of this company for the ensuing year: H. H. Crapo, H. M. Henderson, J. B. Walker, Pardon Tillinghast, J. C. Delano, H. W. Seabury, Thomas Knowles. President, H. H. Crapo; Secretary, J. B. Walker; Treasurer, G. L. Denham. This road is 18 miles in length, extending from Holly, (a point on the Detroit and Milwaukee Railroad, 47 miles from Detroit,) to Flint, where it connects with the Flint and Pere Marquette Railroad, completed and running thence to East Saginaw, a further distance of 35 miles. The affairs of the company are represented as being in a highly prosperous condition. G. C. Kimball is Superintendent of the Flint and Holly Railroad, and H. C. Potter of the Flint and Pere Marquette.

#### Virginia Railway Connection.

The tunnel for the connecting link between the Richmond, Fredericksburg and Potomac and Richmond and Petersburg Railroad is progressing satisfactorily. The brick arching for the western end is completed, and the workmen were putting the finishing touches upon the eastern end a few days since. Thus three hundred feet of the archway has been completed in the most substantial manner, leaving three hundred and thirty-three feet in the centre yet to be done. This, with the air-line railroad from Alexandria to Fredericksburg, now in progress of construction, will greatly facilitate the transmission of mails to the South. The work on the latter road is commenced from Alexandria to Mount Vernon, and is progressing favorably.

#### Memphis and Little Rock Railroad.

We learn from the *Little Rock (Arkansas) Conservative*, that the Legislature of that State has relieved the Memphis and Little Rock Railroad Company from the payment of the loan of one hundred thousand dollars made by the State, formerly, and that the lands of the road have been exempted from taxation for five years. This action on the part of the Legislature will doubtless result in the early completion of that important road.

The *Conservative* also notices the arrival, in Little Rock, of a number of the prominent railroad officers of the State, who, it is informed, design holding a meeting in a few days, for the purpose of securing concert of action in pushing the railroad enterprises of the State.

The Lafourche bridges on the Vicksburg, Shreveport and Texas Railroad are completed, and the cars will run to Boeuf river within two weeks, and there connect with a regular line of coaches to Vicksburg.

Wm. W. Blackford has been appointed Chief Engineer, and E. S. Hutter, Treasurer, of the Lynchburg and Danville Railroad Company. The survey for the route is to be proceeded with immediately.

The contract of the Iowa connection of the North Missouri Railroad has been let from the Iowa State line to Des Moines to B. B. Roberts.

The Council of Simcoe, Canada, on the 24th ult., voted \$500,000 towards the construction of the Huron and Ontario Ship Canal.

#### Pacific Mail Steamship Co.

The following gentlemen have been elected directors of this company for the ensuing year: Allan McLane, Howard Potter, Francis Skiddy, Charles Augustus Davis, Wm. Dennistoun, Leonard W. Jerome, Elisha Riggs, Moses H. Grinnell and Cornelius K. Garrison; and at a meeting of the Board of Directors, the following officers were chosen: Allan McLane, President; Francis W. G. Bellows, Vice President; Theodore T. Johnson, Secretary, and Charles S. Abercrombie, Treasurer.

#### Hempfield Railroad.

At a meeting of the stockholders of this road held at Washington, Penn., on the 21st ult., the following gentlemen were chosen directors for the ensuing year: C. M. Reed, Wm. M'Kenna, Joseph Henderson, Thos. Sweeney, S. Brady, James C. Acheson, James C. Clarke. A committee was appointed to enquire into the situation of the first mortgage bonds, and the state of the road generally.

The *Trenton American* says: "A railroad has been projected, with every prospect of being carried to successful completion, from the Hackensack junction and the Northern Road to Hackensack, and from thence north through Passaic, Spring Valley, to the New York State line, in Rockland County, and eventually it is expected it will be the terminus of the projected Midland Railroad from Oswego."

The receipts into the Treasury of Virginia for the fiscal year ending October 1st are stated at \$99,044 54; balance on hand last year \$761,968 69—total, \$1,097,128 27. Disbursed during the fiscal year \$761,968 69; balance on hand 1st October, 1866 \$835,159 58; balance on hand to date \$829,214 12.

The Chartiers Valley Railroad, recently purchased by an agent of the Pennsylvania Railroad Company, is to be completed and in operation in eighteen months. The *Washington, Penn., Examiner* says the work is to be done by Jay, Cook & Co., who hold \$101,000 of the bonds of the company.

The *Richmond Dispatch* states that operations have been stopped on the York River Railroad. The hands have all been paid off, and the contractors and clerks have left for New York. The road had been completed as far as the Chickahominy.

The Sand Patch Tunnel on the Pittsburg and Connellsburg Railroad, has been cut through. Its total length is 4,750 feet. Width, 22 feet. Height 19 feet. It is intended for a double track.

The earnings of the Richmond and Petersburg Railroad for the fiscal year ending 30th September were \$167,880 88, while the running expenses for the same time amounted to \$107,097.

The Charleston and Savannah Railroad was sold on the 20th ult., by auction, to Joseph H. Taylor and others, for \$30,000 cash.

The Chicago and Northwestern Railroad was opened to Woodbine, 300 miles west of the Mississippi river, on the 27th ult.

The work of laying down the heavy rail on the Montgomery and Eufaula Railroad was commenced on the 16th ult.

## MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.				COPPER STOCKS.				IRON, COAL, ETC., STOCKS				GOLD, SILVER, ETC., STOCKS.			
COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares. Market price per sh.	COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares. Market price per sh.	COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares. Market price per sh.	COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares. Market price per sh.
COPPER:				COPPER:				IRON:				GOLD:			
Acton	Ca.	5	200,000	Knowlton	L. S.	25	8	Broad Top	Pa.	50	50	Acadia	N. S.	3	100,000
Acton Vale	Ca.	5	50,000	Lafayette	Ca.	25	20,000	Copake	N. Y.	50	50	Ada Elmore	Idaho	10	100,000
Adventure	L. S.	25	3	Lake	"	25	2	Foster	"	"	"	Albion	"	3	100,000
Etna	"	25	11	Lawrence	L. S.	5	20,000	French Creek	Pa.	5	100,000	Altona	Col.	5	100,000
Albany and Boston	50	25	20,000	Lenoxville	Ca.	5	100,000	Garrison's	N. Y.	5	100,000	American	Cal.	100	50,000
Algoma	25	3	20,000	Logan	"	3	100,000	George's Creek	Md.	100	100	American Flag	Col.	10	60,000
Allouez	"	25	18	Lower California	Mo.	5	40,000	Harewood	"	5	20,000	Ascot	Can.	100	50,000
American	"	25	1	Madison	L. S.	2	200,000	Lake Superior	L. S.	25	25	Atl. & Pac.	Nev.	50	100,000
Amygdaloid	"	25	17	Madison	L. S.	25	6	Mount Pleasant	Pa.	50	50	Baltic	Col.	5	50c
Anita	Cal.	20	20,000	Malden	"	25	2	Ten Lake	L. S.	25	20,000	Bates & Baxter	"	"	50c
Annapolis	Md.	10	50,000	Mandan	"	25	4	Tyson	Vt.	10	20,000	Benton	"	5	100,000
Arcadia	L. S.	25	20,000	Manhattan	"	25	5	Lead and Zinc				Black Hawk	"	100	50,000
Arizona	Ariz. T.	100	100,000	Marquette	"	25	20,000	Amenia	N. Y.	5	100,000	Bob Tail	"	10	100,000
Arnold	L. S.	25	20,000	Maryland	Md.	5	100,000	Bucks County	Pa.	5	40,000	Briggs	Col.	100	10,000
Ascut	Ca.	20	20,000	Mass	L. S.	25	4	Canada	Ca.	5	50,000	Burroughs	"	10	100,000
Astor	L. S.	25	14	Massachusetts	"	25	20,000	Champion	N. Y.	"	"	Bullion	Mtns.	5	200,000
Atlas	"	25	2	Medora	"	25	18	Clute	"	5	110,000	Bullion Consol.	Col.	1	300,000
Astro	"	25	4	Mendota	"	25	14	Continental	"	24	200,000	Chebucto	N. S.	5	100,000
Balt. and N. C.	N. C.	5	20,000	Merrimac	"	25	6	Eastport	Me.	10	100,000	Central	Col.	5	200,000
Bay State	L. S.	25	13	Merryweather	"	25	2	Erie	N. Y.	10	40,000	Central Gold	"	5	20,000
Beaver	"	25	2	Mesnard	"	25	8	Gay's River	"	2	"	Chaudiere	Can.	5	100,000
Bedford	Ca.	5	125,000	Meteor	"	25	20,000	Hampton	Mass.	5	100,000	Jobden	Idaho	10	100,000
Black River	"	24	200,000	Michigan	"	25	20,000	Jefferson	N. Y.	"	"	Columbia	Nev.	100	300,000
Bohemian	L. S.	25	17	Middlesex	"	25	20,000	Kings Hill	"	5	10,000	Consol Gregory	Col.	100	50,000
Bolton	Ca.	5	200,000	Milton	"	25	14	Lake Superior	Mich.	5	200,000	Copainsche	"	50	250,000
Boston	L. S.	25	2	Minnesota	L. S.	25	18	Lancaster	Pa.	5	50,000	Corydon	"	25	100,000
Brooklyn	L. S.	25	24	Missisquoi	Ca.	2	150,000	Lehigh	Pa.	"	"	Continental	"	100	20,000
Brome	Ca.	5	100,000	Morrison	L. S.	25	20,000	Macomb	N. Y.	5	110,000	Denver	"	20	50,000
Cabot	L. S.	25	4	Nashua	"	25	20,000	Maime	Me.	10	50,000	Downieville	"	1	300,000
Caledonia	"	25	5	National	"	25	5	Mineral Point	N. Y.	5	100,000	Eagle	"	10	100,000
Cambridge	"	25	20,000	Native	"	25	2	Morgan	"	5	100,000	East Bannock	Mtns.	2	100,000
Canada	Vt.	4	100,000	Naumkeag	"	25	1	Mound Hope	N. Y.	24	80,000	El Dorado	Col.	5	500,000
Carp Lake	L. S.	25	20,000	Nebraka	"	25	20,000	New Hampshire	N. H.	5	100,000	Empire	"	20	250,000
Cascade	"	25	20,000	Nequaket	"	25	2	New Jersey	N. J.	100	12,000	Excalior	"	10	30,000
Central	"	25	50	New England	L. S.	25	2	N. Y. & Boston	N. Y.	10	100,000	Garrison's	"	50	100,000
Champlain	Ca.	2	200,000	New Jersey cons.	N. J.	10	100,000	Oswegatchie	Ca.	5	100,000	Gem	"	50	25,000
Chatham	"	2	200,000	Newton	Ca.	1	200,000	Phoenix	N. Y.	5	50,000	Goleonda	"	20	250,000
Cheticamp	"	5	30,000	New York	L. S.	25	1	Placentia Bay	N. F.	5	200,000	Gold Mountain	Col.	10	600,000
Chippewa	L. S.	25	20,000	N. Y. & Passaic	N. J.	5	100,000	Ramsey	Ca.	25	20,000	Gunnell	"	10	50,000
Clifton	"	25	20,000	North Cliff	L. S.	25	4	Rochester	"	24	200,000	Rossie	N. Y.	5	100,000
Collin	"	25	2	North State	"	25	20,000	Shawangunk	N. Y.	5	100,000	Gunnell Central	"	50	20,000
Concord	"	25	4	North Western	"	25	11	Sussex	N. J.	5	125,000	Gregory	"	50	20,000
Consolidated	"	25	5	Norwich	"	25	11	Union	Pa.	5	100,000	Great Western	"	10	60,000
Copper Creek	Mo.	100	10,000	Ogma	"	25	7	Wallkill	N. Y.	"	"	Hope	"	25	80,000
Copper Creek	Wis.	25	20,000	Otisville	N. Y.	5	100,000	Warren	N. H.	"	"	Holman	"	2	150,000
Copper Falls	L. S.	25	24	Ontonagon	L. S.	25	20,000	White Mountain	"	"	"	Idaho	Nebr.	100	100,000
Copper Harbor	"	25	1	Ottawa	Usa	1	200,000	Coal & Anthracite				Isaac's Harbor	N. S.	5	100,000
Copper Hill	Wis.	1	200,000	Pacific	L. S.	25	20,000	Americana	Pa.	25	60,000	Kansas-Colorado	Col.	10	100,000
Corinth	Vt.	25	20,000	Pennsylvania	"	50	50,000	Appleton	"	"		Kip & Buel	"	2	100,000
Cornwall	Vt.	25	100,000	Petherick	"	25	5	Asburton	Pa.	50	50	La Crosse	"	10	100,000
Dacotah	L. S.	25	2	Pewabic	"	25	3	Atlantic & G. C.	Md.	50	50	Liebig	"	5	200,000
Dana	"	25	34	Phila. & Boston	"	25	16	Belmont	Pa.	50	50	Lake Major	N. S.	50	12,000
Deep River	N. C.	25	10,000	Phoenix	"	25	15	Big Mountain	Pa.	"	"	Mariposa	Cal.	100	50,976
Delaware	L. S.	25	204	Pittsburg & Boston	"	25	5	Boston & Pictou	N. S.	5	100,000	Do. preferred	"	100	57,744
Derby	"	25	20,000	Pontiac	"	25	10	Bridgeport	Pa.	10	10	Quartz Hill	Col.	10	100,000
Devon	"	25	1	Prescott	Ariz. T.	100	100,000	Broad Mountain	"	10	10	Republic	Col.	25	40,000
Dorchester	"	25	1	Providence	L. S.	25	20,000	Cape Briton	N. S.	24	24	Rocky Mountain	Col.	10	50,000
Douglas	"	25	20,000	Quincy	"	10	20,000	Central	"	100	20,000	Sherbrooke	Can.	10	100,000
Dover	Ca.	2	1	Reliance	"	25	20,000	Coal Brook	"	60	50	Montana	Col.	4	100,000
Dudley	L. S.	25	12	Republic	"	25	8,000	Columbian	"	"		New York City	Nev.	100	50,000
Dunham	Ca.	2	200,000	Resolute	"	25	61	Consolidation	Md.	"	"	New York	Col.	10	100,000
Durham	"	5	200,000	Ridge	"	25	8	Continental	Va.	50	10,000	N. Y. & Nevada	Nev.	10	100,000
Eagle River	L. S.	25	3	Rochester	"	25	20,000	Cumberland	Md.	100	100	N. Y. & N. So.	N. S.	10	100,000
Edwards	"	25	18	Rockland	"	26	12	East Mahanoy	Pa.	50	50	North Clear Creek	Col.	10	100,000
Ely	Ca.	5	100,000	Roscoe	Ca.	1	200,000	Everhart	"	25	20,000	Pacific	"	100	40,000
Empire	L. S.	25	10	St. Clair	L. S.	25	3	Fulton	"	5	60,000	Peoples'	Col.	50	100,000
Eureka	"	25	20,000	St. Flavien	Ca.	5	100,000	Gilberton	"	50	5,000	Prescott	Ariz.	10	100,000
Everett	"	25	1	Star	L. S.	25	1	Hamp. & Balt.	Md.	10	10	Quartz Hill	Col.	25	40,000
Evergreen Bluff	"	25	54	Stark	Vt.	2	100,000	Hazleton	Pa.	50	50	Republic	Col.	100	15,000
Film Steel River	"	25	9	Suffolk	L. S.	25	20,000	International	N. S.	50	50	Rocky Mountain	Col.	10	50,000
Girard	"	25	5	Superior	L. S.	25	8	Lackawanna	Pa.	50	50	Ridardo	"	25	50,000
Glencoe	Ca.	1	200,000	Societes Francaise	"	25	20,000	Lawrence	"	100	100	Rocky Mountain	Col.	10	50,000
Grand Portage	L. S.	25	2	South Bedford	Ca.	2	200,000	Looest Dale	"	50	50	Standard	"	20	125,000
Grand Trunk	Ca.	5	100,000	South Fowable	L. S.	25	1	Lorberry	"	100	100	Stephoe	N. ev.	100	50,000
Great Western	L. S.	25	2	South Side	L. S.	25	2	Mahanoy	"	20	10,000	Tascher	Can.	10	100,000
Green Mountain	Vt.	10	20,000	Star	L. S.	25	11	Mammoth Vein	"	3	"	Texas	Col.	10	50,000
Guildford	L. S.	25	5	Stark	Vt.	2	100,000	Maryland Anth.	Md.	20	20	Union	Col.	50	200,000
Hamilton	"	25	2	Suffolk	L. S.	25	20,000	Metropolitan	"	100	100	United States	"	20	75,000
Hancock	"	25	17	Superior	L. S.	25	8	Mt. Pleasant	Pa.	50	50	Waddingham	Idaho	25	24,000
Hanover	"	25	1	Sussex	"	25	20,000	Short Mountain	"						

## CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

## PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [---] "not ascertained."

Fiscal year ending	Length.		Equipment.		Companies.	Cost of Road and Equipment.	Share Capital Paid in	Bounded Debt.	Floating Debt.	Gross.	Net.	Dividends on paid capital.	Par Value.	Market Price.	PASSENGER RAILROAD BONDS.				
	Completed; equi- valent in single trk.	In progress or projected.	Cars.	Horses.											Amount outstanding.	Interest Rate.	Payable.	Principal Market Price.	
30 Nov.'65	3.36	—	m.	m.	No	No	N	MASSACHUSETTS.	\$	\$	\$	\$	p. c.	41					
30 Nov.'65	4.52	—	208	31	Boston and Chelsea	110,000	119,000	350,000	7,297	144,680	69,200	10,130	5%	43					
30 Nov.'65	27.43	—	Broadway, Boston	324,225				Cambridge	734,671	727,800	150,000	94	(Unio. Co.)	9	94				
30 Nov.'65	3.75	—	Dedham and West Roxbury	53,229	41,000			Lowell (Horse)	45,119	43,706		1,413	15,157	loss.	4	42			
30 Nov.'65	2.74	—	29	6	Lynn and Boston	275,739	200,000	50,000	54,250	150,157	loss.	36,108	254						
30 Nov.'65	12.50	—	197	32	Malden and Melrose	60,260	200,000	64,452	66,222	(Middlesex)	50	25							
30 Nov.'65	3.41	—	Medford and Charlestown	36,000	21,080	10,000		Metropolitan (Boston)	1,492,107	2,260,000		287,160	68,603	loss.	3	56			
30 Nov.'65	3.07	—	840	151	Middlesex (Boston)	487,441	400,000	32,000	75,952	174,882	2,577		49						
30 Nov.'65	83.74	—	255	41	Quincy	156,233	71,600	58,400	56,500	62,583	loss.								
30 Nov.'65	5.69	—	60	9	Salem and South Danvers	176,093	150,000	16,600	13,059	36,108	1,975								
30 Nov.'65	6.75	—	52	16	Somerville	50,000	50,000			(Middlesex)	5	25							
30 Nov.'65	2.68	—	10	3	Stoneham street (Boston)	36,800	23,000			(Mal. & Mel.)	9	100							
30 Nov.'65	2.50	—	Suburban	95,500	5,000			Union (Transportation)	242,869	160,000	20,000	130,743	307,780	loss.	90				
30 Nov.'65	6.74	—	392	63	West Cambridge	16,350	13,000			Winnisimmet	62,152	60,000	500	8,955	loss.	34	47		
30 Nov.'65	1.58	—	15	3	Worcester	92,763	75,800	61,500	1,826	19,667	loss.		4						
31 Jan. '64	3.0	3.0	45	7	Fairhaven and Westville	100,000	100,000												
31 Dec. '62	8.5	—	11	3	Hartford and Wethersfield	300,000	300,000												
CONNECTICUT.																			
30 Sep.'65	7.17	—	6	6	New York.	85,544	50,000	31,000		65,155	501								
30 Sep.'65	17.50	—	35	Bleeker St. & Fulton Ferry	1,565,966	900,000	610,000	46,000	103,215	37,588	100								
30 Sep.'65	10.76	—	32	Broadway (Brooklyn)	224,266	200,000	27,500	5,802	81,027	12,500	100								
30 Sep.'65	14.33	—	98	Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	190,000	100,000	612,779	198,082	100								
30 Sep.'65	7.75	—	10	2	Brooklyn, Bath & Coney Is'd	135,178	100,000	86,000	71,180	28,068	8,282	100							
30 Sep.'65	24.00	—	35	Brooklyn Central & Jamaica	120,388	492,150	400,000	56,291	173,827	3,666	9	100							
30 Sep.'65	50.18	1.00	146	29	Brooklyn City	1,000,000	170,000	56,500	56,291	173,827	3,666	9	100						
30 Sep.'65	11.75	4.00	32	Brooklyn City & Newtown	539,162	366,000	200,000	37,662	104,691	5,651	100								
30 Sep.'65	0.09	9.41	17	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200											
30 Sep.'65	2.50	—	116	Centr'l P'k, N & E. Riv. (N. Y.)	7,500	35,000													
30 Sep.'65	2.00	—	2,800	Clinton Avenue (Albany)	1,517,906	955,900	580,000		528,090	74,053	100								
30 Sep.'65	2.00	—	500	Cohoes & Waterford															
30 Sep.'65	19.75	—	32	Coney Is'land & Brooklyn	612,565	500,000	138,000	4,192	150,634	34,102	100								
30 Sep.'65	11.82	—	46	D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362	100								
30 Sep.'65	6.00	—	650	East & North River (W. Co.)															
30 Sep.'65	18.00	1.00	141	Eighth Avenue	1,260,915	1,000,000	160,000		627,153	90,670	6	100							
30 Sep.'65	12.00	—	42	42d st. & Grand st. Ferry	962,521	750,000	260,000	2,668	227,662	63,047	5	100							
30 Sep.'65	4.62	—	Grand st. & Newtown (W. G.)																
30 Sep.'65	10.00	—	17	Harlem Br. Morris' & Ford'm	198,738	72,000	118,500	3,000	52,790	2,600	100								
30 Sep.'65	19.00	—	3,550	Jersey City & Tarrytown															
30 Sep.'65	19.10	—	444,877	Ninth Avenue	444,877	796,360	112,000		74,514	loss.	100								
30 Sep.'65	11.00	—	1,200	Port Morris & Westchester															
30 Sep.'65	11.00	—	251,559	Rochester City & Brighton	251,559	133,400	100,000		80,028	29,616	100								
30 Sep.'65	16.00	—	1,215,127	Second Avenue (N. Y.)	1,215,127	650,000	520,000	136,970	388,298	106	100								
30 Sep.'65	8.37	—	1,409,516	Sixth Avenue (N. Y.)	1,409,516	750,000	500,000	139,604	432,224	loss.	100								
30 Sep.'65	17.50	—	2,110,100	Third Avenue (N. Y.)	2,110,100	1,750,000	1,800,000	115,000	1,024,742	211,213	9	100							
30 Sep.'65	5.00	—	50,000	Troy and Cohoes															
30 Sep.'65	4.46	1.00	50,000	Troy and Lansingburg															
30 Sep.'65	6.50	9.00	209,325	Utica City	209,325	124,500	100,000		30,752	loss.									
30 Sep.'65	1.50	—	62,000	V. Brunt st & Erie Bas. (Buff.)															
30 Sep.'65	5.949	—	5,949	Westchester															
30 Sep.'65	4.00	—	1,457	West Shore															
31 Dec. '62	5.32	—	7	NEW JERSEY.															
31 Dec. '62	5.05	2.50	8	Hoboken and Hudson City	32,000	30,000	2,000												
31 Dec. '62	10.47	—	134,400	Hoboken and Weehawken	134,400	70,000	60,000	17,223	9,986	3									
31 Dec. '62	17.00	—	150	Jersey City & Bergen Point	599,414	281,550	300,000	20,950	105,258	29,459	50								
31 Dec. '62	5.80	—	8	Orange and Newark	100,000	40,000	60,000												
31 Dec. '62	—	—	—	West Hoboken & Hoboken															
31 Oct.'65	7.89	—	142	Chestnut & Walnut (Phila.)	235,421	100,000	135,000												
31 Oct.'65	5.50	—	122	Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	114,721	34,877	10	50	53						
31 Oct.'65	12.33	—	282	Frankford & Southw'k (Ph.)	165,569	491,620	200,000		286,861	91,545									
31 Oct.'65	6.00	—	88	Fairl'm P'k & Del. Riv. (Ph.)	185,15	15,2			62,732	8,227									
31 Oct.'65	4.50	—	195	Green & Coates st. (Phila.)	222,953	150,000	100,000		158,803	39,721	2	50	32						
30 Nov.'65	19.00	—	250	Germantown	3,851,169	112,245	250,000		197,195	49,561									
30 Oct.'65	5.04	—	120	Girard College (Phila.)	114,611	160,000			122,868	36,832	4	50	28						
30 Oct.'65	2.00	—	75	Harrisburg City	49,504	30,118			9,000	7,268	3,562	25							
30 Oct.'65	19.00	—	323	Hestonv, Mantua & Fairmt'	156,000	90,000	50,200	16,000	183,600	75,131	153,813	39,179	50	14					
30 Oct.'65	4.50	—	105	Lombard & South st. (Phil.)	249,411	150,000	20,000	10,000	51,683	12,000	47,562	158,830	10	50	25				
30 Oct.'65	3.75	—	124	Pittab., Allegheny & Manch'r	96,285	75,000	35,000	150	85,795	20,243	16	50							
30 Oct.'65	2.06																		

## **FEDERAL, STATE AND CITY SECURITIES.**

## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.	
Atlantic and Great Western:														
1864	150,713	164,438	166,493	194,992	200,807	265,626	295,512	356,408	401,103	357,228	353,344	328,523	8,235,492	
1865	289,445	347,211	432,340	355,045	472,493	410,800	493,882	598,584	541,481	675,446	634,243	576,365	6,525,335	
1866	476,038	433,549	388,459	412,423	464,806	493,690	467,313	568,604	533,414	541,491	—	—	—	
Chicago and Alton:														
1861	81,531	75,621	78,361	65,358	75,260	63,761	73,474	136,897	141,174	122,487	104,254	80,206	1,098,464	
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	152,639	119,409	115,201	111,955	1,225,001	
1863	100,880	101,356	104,372	122,084	132,301	145,542	149,137	157,945	170,044	170,910	156,869	158,294	1,675,706	
1864	160,991	154,418	196,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	282,015	2,770,484	
1865	280,508	275,283	299,063	258,480	322,278	355,270	336,985	409,251	401,280	357,956	367,919	236,824	3,840,092	
1866	210,171	207,913	304,885	270,889	333,432	368,278	323,870	381,559	318,549	247,037	—	—	—	
Chicago and Rock Island:														
1861	88,080	63,975	77,007	76,609	102,163	90,021	88,410	130,542	154,084	152,537	123,319	118,753	1,261,060	
1862	120,776	90,607	75,676	76,459	102,563	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439	
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,959,297	
1864	158,735	175,482	243,150	186,013	198,679	245,178	224,980	307,874	375,860	324,865	323,617	321,087	3,095,470	
1865	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	330,489	307,523	270,073	201,779	8,313,514	
1866	241,395	183,385	257,230	197,886	264,605	290,642	224,112	310,446	396,050	422,124	—	—	—	
Chicago and Northwestern:														
1865	—	—	—	—	—	366,100	281,334	296,169	473,180	551,122	435,945	407,638	2,811,544	
1864	273,876	317,839	390,355	421,363	466,530	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566	
1866	541,005	482,104	499,296	468,358	585,623	747,942	702,681	767,608	946,707	921,884	749,191	546,609	7,958,980	
Chicago and Great Eastern:														
1861	13,316	11,065	13,670	12,188	10,703	15,520	16,110	20,055	20,895	26,762	26,884	25,461	211,077	
1862	24,343	24,344	22,778	19,467	22,411	22,518	21,401	31,398	31,757	36,578	35,981	37,440	328,666	
1863	33,829	33,804	38,485	40,641	37,688	38,058	30,208	50,198	51,485	61,787	61,886	60,895	528,364	
1864	47,393	56,565	67,822	61,312	59,182	58,178	53,518	88,458	87,687	97,876	94,543	78,111	850,495	
1865	77,878	77,242	83,450	75,514	76,674	91,97	91,075	97,145	106,589	118,610	116,293	91,584	1,103,821	
1866	90,415	76,430	111,102	107,072	120,460	118,960	86,037	107,051	103,087	126,998	—	—	—	
Erie:														
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182	
1862	699,097	601,595	538,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,784	
1863	845,693	859,949	956,445	948,059	848,783	770,148	731,243	687,092	818,501	966,294	1,024,649	1,036,321	10,469,481	
1864	984,837	934,133	1,114,508	1,099,507	1,072,286	1,041,975	994,317	1,105,864	1,301,005	1,222,568	1,224,909	1,234,217	13,249,643	
1865	1,001,007	947,146	1,256,566	1,458,455	1,133,401	1,177,142	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,765	15,434,775	
1866	including Buffalo Division	1,187,188	983,866	1,070,484	1,152,295	1,001,688	1,243,143	1,203,462	1,290,195	1,411,347	1,480,251	—	—	
Illinois Central:														
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612	
1862	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,598	359,465	8,445,827	
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,578	496,433	437,079	424,631	4,571,028	
1864	327,900	416,588	459,762	422,797	406,372	510,100	423,578	640,179	709,288	661,391	657,141	608,403	6,229,447	
1865	571,536	528,972	616,605	516,808	466,573	617,682	578,403	717,469	739,736	641,589	643,587	518,088	7,161,208	
1866	582,823	512,628	516,822	406,773	507,830	560,025	467,115	586,074	551,195	639,195	—	—	—	
Marietta and Cincinnati:														
1862	33,904	26,252	25,891	38,579	32,668	29,334	37,271	56,587	46,452	81,329	55,257	45,544	512,218	
1863	38,203	53,778	60,540	64,306	35,328	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,226	
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	93,546	90,908	95,453	1,038,165	
1865	98,672	87,791	98,763	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,495	116,146	105,767	1,224,055
1866	90,071	84,818	82,910	82,722	95,664	106,315	96,023	106,410	108,833	111,444	—	—	—	
Milwaukee and Prairie du Chien:														
1861	54,246	44,027	48,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,930	1,163,407	
1862	63,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734	
1863	67,180	76,182	44,925	88,177	106,967	111,260	71,587	69,553	165,417	206,055	138,342	112,913	1,247,258	
1864	102,749	115,135	88,221	140,418	186,747	212,209	188,547	113,399	168,218	178,526	149,099	117,013	1,711,281	
1865	98,184	74,283	70,740	106,688	146,943	224,833	217,180	170,555	228,020	310,636	226,840	110,664	1,965,712	
1866	121,776	84,897	72,135	108,082	267,488	262,172	210,795	116,224	150,989	245,701	—	—	—	
Michigan Southern & Northern Indiana:														
1861	140,925	116,933	153,170	186,951	170,862	161,801	126,558	178,773	225,860	276,181	231,265	189,077	2,180,077	
1862	183,152	153,728	157,500	175,692	186,039	174,002	172,180	216,624	295,953	325,384	279,539	2,047,833	—	
1863	248,784	230,608	567,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,560	348,043	5,302,541	
1864	256,600	304,445	338,454	330,651	261,221	315,288	278,891	368,862	402,219	407,107	448,934	411,806	4,120,153	
1865	363,996	366,361	413,974	365,180	361,489	387,095	301,613	418,575	486,300	486,405	476,700	495,072	351,799	
1866	512,846	277,234	412,993	409,427	426,493	392,641	338,499	380,452	429,191	500,404	—	—	—	
Michigan Central:														
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,914	
1862	230,159	159,658	151,902	175,692	186,039	174,002	172,180	216,624	295,953	322,369	285,634	2,060,702	—	
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,188	375,485	339,794	306,186	3,168,065	
1864	252,435	278,848	348,802	338,276	371,553	265,780	236,244	346,781	408,445	407,107	448,934	411,806	3,970,946	
1865	306,324	329,137	344,223	327,241	401,456	365,663	320,105	413,5						

## AMERICAN RAILROAD BOND LIST.

(+) signifies that the road is in the hands of receivers. (?) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount	Interest	Interest.			Description.	Amount	Interest	Interest.			Description.
			When payable.	Where payable.	Due.				When payable.	Where payable.	Due.	
Alabama and Florida :												
Mortgage	\$200,000	7			1867							
Conver. (Guar. by Dir.)	150,000	7			1863							
Alabama and Tenn. Rivers :												
1st Mortgage convertible	828,000	7	Jan. & July.	New York.	1872							
2d Mortgage	225,705	8			1864							
Albany and Susquehanna :												
Mortgage	1,016,739	7	April & Oct.	Albany.	1883							
Allegheny Valley :												
1st Mortgage	388,000	7	April & Oct.	Pittsburg.	1891							
Atlantic and Gt. Western :												
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	80						
2d Mortgage	774,700	7	April & Oct.	"	1881	75						
1st Mortgage, Penn.	2,321,300	7	"	"	1877	81						
2d Mortgage	918,500	7	Jan. & July.	"	1882	77						
1st Mortgage, Franklin Branch	349,000	7	June & Dec.		1882							
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876	85						
2d Mortgage	2,880,000	7	"	"	1883	98						
1st Mortgage, Buffalo Extension	1,492,000	7	Feb. & Aug.		1884							
1st Mortgage, Silver Creek	200,000	7	March & Sept.		1884							
Consolidated Bonds	16,833,500	7	Quarterly	London.	1890							
Atlantic and St. Lawrence :												
Dollar Bonds (Coupon)	968,000	6	April & Oct.	Portland.	1886	92						
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96						
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P. & Bos.	'88-'90	var.						
Baltimore and Ohio :												
Maryland Sterling B'ds of 1838	3,000,000	5	Ja. Ap. Ju.Oc.	London.	1838							
Mortgage Coupon	2,391,500	6	April & Oct.	Baltimore.	1885	98						
" "	676,000	6	Jan. & July.	"	1880	98						
" "	1,086,000	6	Jan. & July.	"	1875	98						
" "	960,084	6	Ja. Ap. Ju.Oc.	"	1887	100						
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98						
Bay de Noquet and Marquette :												
Income	100,000	8	April & Oct.	Boston.	1870							
Bellefontaine and Indiana :												
1st Mortgage convertible	369,000	7	Jan. & July.	New York.	1866	101						
1st Mortgage extended	422,000	7	"	"	'70-'90	---						
2d Mortgage	116,000	7	"	"	1870							
Income bonds	87,000				1870							
Belvidere Delaware :												
1st Mort. (Guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	85						
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81						
3d Mortgage (do.)	693,000	6	Feb. & Aug.	"	1877							
Boston Concord and Montreal :												
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865							
1st Mortgage	300,000	7	"	New York.	1868							
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	97						
2d Mortgage Coupons	250,000	7	"	New York.	1870	90						
Sinking Fund	336,000	6	"	Boston.	1889	97						
Boston and Lowell :												
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100						
"	200,000	6			1879	99						
Buffalo, New York and Erie :												
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	99						
2d Mortgage coupon	380,000	7	May & Nov.	"	1872	103						
Buffalo and State Line :												
1st Mortgage	500,000	7	April & Oct.	New York.	1868	101						
Income & in '69, & in '72	200,000	7	Jan. & July.	"	var.							
Special Erie and North-East	149,000	7	"	"	'61-'70							
Burlington and Missouri :												
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870							
Convertible bonds	600,000	7	Jan. & July.		1870							
Old Road bonds	121,160	7										
Camden and Amboy :												
English debt (S. F.) £400,300	1,937,452	6	Semi-annual,	London.	1880							
American Loan	3,120	6	"	New York.	1864							
Loan for \$500,000	211,000	6	"		1887	100						
" " \$300,000	364,100	6	"	"	1870	98						
" " \$675,000	675,000	6	"	"	1875	92						
" " \$1,700,000	1,700,000	6	"	"	1883	98						
" " \$2,500,000	867,000	6	"	"	1889	92						
Consolid. Mort. Loan \$5,000,000	4,420,400	6	"	"	1889	95						
Camden and Atlantic :												
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia.	1872	85						
Catawissa :												
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882							
Oayuga and Susquehanna :												
1st Mortgage	300,000	7	Jan. & July.	New York.	1865							
Central of New Jersey :												
1st Mortgage	909,000	7	Feb. & Aug.	New York	1870	103						
2d Mortgage	600,000	7	May & Nov.	"	1876	100						
Central Ohio :												
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	89						
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865							
2d Mortgage	800,000	7	June & Dec.	New York.	1885	101						
2d Mortgage (S. F.)	950,000	7	"	"	1888	86						
3d Mortgage (S. F.)	1,366,800	7	"	"	1875	50						
Income	1,192,300	7	Jan. & July.		'57-'60							
Charleston and Savannah :												
1st Mortgage (endorsed)	510,000	6										
2d Mortgage	1,000,000	7										
Jessieville :												
Bonds of '75, '77, '80	677,400	6	Jan. & July.	Boston.	var.	95						
Chicago, Burlington & Quincy :												
Trust Mort. S. F., convertible	356,000	8	Jan. & July.	New York.	1882	111						
" " " " inconvertible	3,168,000	8	"	"	1883							
Plain Bonds, dated Sept. 20, 1860	680,000	7	March & Sept.	F'rankfort o.M.	1890							
2d Mortgage, inconvertible	941,000	44	July.	F'rankfort o.M.	1890							
Chicago and Aurora 1st Mort.	92,000	7	Jan. & July.	New York.	1867	100						
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	"	1868							
C. B. & Q. Scrip	457,405	7	Jan. & July.	F'rankfort o.M.								
Ohio and Alton.												
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	100						
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	98						
Income Rec'ts	1,300,000	7	May & Nov.	"	1883	94						
Chicago and Milwaukee :												
1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	94						
Chicago and Great Eastern :												
1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	72						
Chicago and Rock Island :												
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	102						
Income bonds	51,000	8	May & Nov.	"	var.							
Chicago and Northwestern :												
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97						
General 1st Mortgage	3,600,000	7	"	"	1885	89						
Funded Coupon Bonds	756,000	7	May & Nov.	"	1883	96						
Consolidated Sinking Fund	948,000	7	F. M. A. & N.	"	1915	84						
Equipment Bonds	270,488	7	Jan. & July.	"	1874							
Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	96						
Green Bay Extension Bonds	300,000	7	"	"	1885	76						
Flagg Trust Bonds	245,000	8	Jan. & July.	"	1887							
Cincinn., Hamilton and Dayton :												
1st Mortgage	379,000	7	Jan. & July.	New York.	1867	110						
2d Mortgage	1,250,000	7	May & Nov.	"	1880	116						
Cincinnati, and Zanesville :												

## AMERICAN RAILROAD BOND LIST.

(\*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount	Interest.	Interest.			Description.	Amount	Interest.	Interest.			
			When payable.	Where payable.	D				When payable.	Where payable.	Dec.	Price.
Florida, Atlantic and Gulf Centr.: Internal Improvement (State) - Free Land, 2d Mortgage	\$300,000	7	-----	-----	1891	-----	Memphis and Charleston State [Tenn.] Loan	\$1,591,900	6	Jan. & July.	New York.	1880
Galena and Chicago Union: 1st Mortgage Coupon	200,000	8	-----	-----	1891	-----	1st Mortgage	1,254,000	7	May & Nov.	"	-----
2d Mortgage (S. F.) Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100	1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872
Elgin and State Line	1,086,000	7	May & Nov.	"	1875	98	1st Mortgage Stg (convertible)	500,000	8	March & Sept.	"	1869
Mississippi River Bridge	180,000	7	Jan. & July.	"	1884	-----	1st Mortgage (convert.) Dollar	1,995,500	8	"	N.Y. & Boston	1869 108
Great Western, Ill.: 1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106	1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	"	1882 110
" Eastern "	1,350,000	7	Feb. & Aug.	"	1866	102	1st Mortgage (S. F.) convertible	4,253,500	8	"	"	1882 110
Hannibal and St. Joseph: Missouri State Loan (1st lien) - Land Security	3,000,000	6	Jan. & July.	New York.	1878	83	Mich. Southern and N'n Indiana: Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861
Convertible Bonds	3,344,600	7	April & Oct.	"	1881	92	Eric and Kalamazoo	37,000	7	March & Sept.	"	1862
Harrisburg and Lancaster: New Dollar Bonds	822,000	7	Jan. & July.	"	1883	97	New Northern Indiana, Plain	1,000	7	Feb. & Aug.	"	1863
Hartford and New Haven: 1st Mortgage	661,000	6	Jan. & July.	Philadelphia.	1883	100	Goshen Air Line	651,000	7	"	"	1868 95
Housatonic: 1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99	Detroit and Toledo	734,000	7	"	"	1870 94
Houston and Texas Central: State (1st Lien) Loan	202,500	6	Jan. & July.	Bridgeport.	1877	-----	1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	"	1865 97
Mortgage	210,000	7	-----	-----	1866	-----	2d General Mortgage	2,255,500	7	"	"	1877 94
Hudson River: 1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	189-70	102	Milwaukee and St. Paul: 1st Mortgage	4,800,000	7	Feb. & Aug.	New York.	1896 924
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885	104	2d Mortgage	1,500,000	7	April & Oct.	"	1884 90
3d Mortgage	1,840,000	7	May & Nov.	"	1875	104	Real Estate Depot	2,400,000	-----	-----	-----	1874
Convertible	1,002,000	7	"	"	1867	100	Milwaukee and Prairie du Chien: 1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891 100
Illinois Central: Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868	-----	Minnesota and Pacific: Real Estate	1,200,000	7	Jan. & July.	-----	1892
Construction	6,837,000	7	April & Oct.	London.	1875	-----	Mississippi Central: 1st Mortgage	1,007,363	7	-----	-----	-----
Construction	2,896,500	6	"	New York.	1875	101	Mississippi Central and Tenn.: State (Tenn.) Loan	529,000	6	-----	-----	-----
Redemption bonds	2,563,000	6	"	"	1890	-----	Mississippi and Missouri: 1st Mortgage (convertible)	1,000,000	7	-----	New York	-----
Indiana Central: 1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	-----	2d Mortgage (S. F.)	400,000	8	-----	"	-----
2d Mortgage	264,000	10	"	-----	117	-----	Oskaloosa Division	688,556	7	Jan. & July.	"	1875 184
Income	20,500	-----	-----	-----	-----	-----	1st Land Grant	3,612,000	7	-----	"	61
Indianapolis and Cincinnati: 1st Mortgage	500,000	7	Jan. & July.	Ne York.	1866	106	2d Land Grant	691,000	-----	-----	-----	-----
2d Mortgage	400,000	7	"	"	1862	100	Income Bonds	513,300	-----	-----	-----	-----
Real Estate Mortgage	200,000	7	-----	-----	1868	68	Tennessee and Tennessee: Tennessee State Loan	98,000	6	-----	-----	1885
Ind. Pittsburgh and Cleveland: 1st Mortgage	650,000	7	Jan. & July.	New York.	1870	-----	Mississippi State Loan	202,099	6	-----	-----	1876
2d Mortgage	347,000	7	"	"	1870	-----	Mobile and Ohio: City (Mobile) Tax Loan	171,000	7	-----	-----	-----
Indianapolis and Madison: Mortgage	640,000	7	May & Nov.	New York.	1881	100	Tennessee State Loan	400,000	6	-----	-----	-----
Jeffersonville: 1st Mortgage	187,000	7	March & Sept.	New York.	1861	75	Alabama State Loan	674,860	6	-----	-----	-----
2d Mortgage	392,000	7	April & Oct.	"	1873	70	Alabama State Loan	389,410	6	-----	-----	-----
Joliet and Chicago: 1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	-----	Income	1,508,070	8	Jan. & July.	New York.	181-67
Joliet and N. Indians: 1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	-----	Sterling	878,035	6	-----	-----	1883
Kennebec and Portland: 1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870	-----	Mississippi State Loan	200,970	6	-----	-----	-----
2d Mortgage	230,000	6	"	Augusta.	1861	-----	Monggomery and West Point: Alabama State Loan	122,622	-----	-----	-----	-----
*Kentucky Centr. (Cov. and Lex.): 1st Mortgage	160,000	6	-----	-----	-----	-----	Alabama State Loan	350,000	8	-----	-----	-----
1st Mortgage	260,000	7	-----	-----	-----	-----	Mortgage (due 1860, '63 and '65)	450,000	8	-----	var.	-----
2d Mortgage (convertible)	1,000,000	7	-----	-----	-----	-----	Morris and Essex: 1st Mortgage (S. F.)	3,084,775	7	May & Nov.	New York.	1915 964
3d Mortgage	600,000	7	-----	-----	-----	-----	1st Mortgage	249,000	7	-----	-----	-----
Guaranteed by Covington	200,000	6	-----	-----	-----	-----	Nashville and Chattanooga: Mortgage (State endorsed)	1,500,000	-----	-----	-----	-----
Lacrosse, Viroqua & Mineral Pt.: 1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	-----	Chat and Clev. Subs. (endors.)	231,000	-----	-----	-----	-----
Lehigh Valley: 1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	97	1st Mortgage	2,235,000	6	-----	-----	-----
La Crosse and Milwaukee: 1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	-----	N. Hav., N. Lond. and Ston'gtown: 2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868 92
Lackawanna and Bloomsburg: 1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881	-----	Extension	116,000	6	May & Nov.	"	1878
Lexington and Frankfort: Mortgage, due 1869 and '74	79,000	6	-----	Lexington.	189-74	-----	New Haven and Northampton: 1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869
Little Miami: Mortgage (coupon)	1,200,000	6	May & Nov.	New York.	1883	100	1st Mortgage (H. & Hamp.)	103,000	6	-----	-----	-----
Long Island: State Loan (S. F.)	100,000	5	Jan. & July.	New York.	1876	-----	New Jersey: Company's (various)	805,000	6	Semi-ann'yly.	New York.	var. 100
2d Mortgage	500,000	6	"	"	1870	914	New London Northern: 1st Mortgage	60,000	7	Jan. & July.	New London.	1871 100
Extension Bonds	175,000	7	May & Nov.	"	1890	110	Extension Bonds	72,500	6	March & Sept.	"	1885
Long Dock Co.: Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	99	N. Or'lns., Jackson and Gt. North: State [Mis.] Loan	255,000	5	-----	-----	1884 98
Louisville and Frankfort: Louisville Loan	100,000	5	Jan. & July.	New York.	1881	-----	1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886
1st Mortgage	145,000	6	"	"	1878	-----	N. Orleans, Opelousas, and Gt. West: Louisiana State Loan	641,000	6	-----	-----	-----
Louisville and Nashville: 1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	1877	77	New Orleans City Subscription	1,500,000	5	-----	-----	-----
Lebanon Branch 1st Mortgage	1,000	7	-----	-----	1868	-----	1st Mortg. [S. F.]	666,000	8	-----	-----	1889
Memphis Branch 1st Mortgage	281,000	7	-----	-----	1870	75	-----	-----	-----	-----	-----	
Bardstown and Louisville	30,000	7	-----	-----	1870	-----	Real Estate [S. F.] Bonds	185,000	6	-----	-----	87
City of Louisville bonds	1,137,000	-----	-----	-----	1866	-----	Real Estate Bonds & Mortgages	192,773	7	var.	-----	-----
Maine Central: Loan \$1,100,000	1,092,900	6	-----	-----	1866	80-81	1st Mortg. [S. F.] Bonds	45,560	6	-----	-----	-----
Loan \$400,000	314,100	6	-----	-----	1866	-----	Bonds of former Co.s outstand	100,000	-----	-----	-----	-----
McMinnville and Manchester: State (Tenn.)	372,000	6	-----	-----	1866	-----	Funding [S. F.] Bonds	1,298,000	7	Feb. & Aug.	"	1876 1064
Mortgage	24,000	7	-----	-----	1866	-----	Exchanged Stks [S. F.] Bds	634,000	6	May & Nov.	"	1883 91
Mortgage	10,900	6	-----	-----	1866	-----	" " J. B. & N. F.	78,000	6	"	"	1883 87
Marietta and Cincinnati: 1st Mortgage Bonds	2,368,385	7	Feb. & Aug.	New York.	1891	86	Real Estate [S. F.] Bonds	185,000	6	"	"	1883 86
1st Mortgage Sterling	1,000,000	7	"	"	1891	-----	Real Estate Bonds & Mortgages	192,773	7	var.	-----	-----
Scioto & Hocking Val. R. mort.	300,000	-----	-----	-----	-----	1st Mortg. [S. F.] Bonds	45,560	6	-----	-----	-----	
Memphis, Clarksville, and Louisv.: State [Tenn.] Loan	910,000	6	-----	-----	-----	Bonds of Aug. 1859, Convertible	2,399,000	7	Feb. & Aug.	"	1876 118	
Memphis and Ohio	-----	-----	-----	-----	-----	Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	"	1887 96	
State [Tenn.] Loan	1,340,000	6	-----	-----	-----	New York and Erie: Premium [S. F.] Bonds	6,890,120	6	May & Nov.	New York.	1883 95	
-----	-----	-----	-----	-----	-----	Dbts of former Co.s outstand	100,000	-----	-----	-----	-----	
-----	-----	-----	-----	-----	-----	Funding [S. F.] Bonds	1,298,000	7	-----	-----	-----	
-----	-----	-----	-----	-----	-----	Exchanged Stks [S. F.] Bds	634,000	6	-----	-----	-----	
-----	-----	-----	-----	-----	-----	" " J. B. & N. F.	78,000	6	-----	-----	-----	
-----	-----	-----	-----	-----	-----	Real Estate [S. F.] Bonds	185,000	6	-----	-----	-----	
-----	-----	-----	-----	-----	-----	Real Estate Bonds & Mortgages	192,773	7	var.	-----	-----	
-----	-----	-----	-----	-----	-----	1st Mortg. [S. F.] Bonds	45,560	6	-----	-----	-----	
-----	-----	-----	-----	-----	-----	Bonds of Aug. 1859, Convertible	2,399,000	7	-----	-----	-----	
-----	-----	-----	-----	-----	-----	Bonds of Oct. 1863, [S. F.]	2,925,000	6	-----	-----	-----	
-----	-----	-----	-----	-----	-----	New York and Erie: Premium [S. F.] Bonds	6,890,120	6	-----	-----	-----	
-----	-----	-----	-----	-----	-----	1st Mortg. [S. F.] Bonds	3,000,000	7	May & Nov.	New York.	1873 100	
-----	-----	-----	-----	-----	-----	Consolidated	1,000,000	7	Feb. & Aug.	"	1883 97	
-----	-----	-----	-----	-----	-----	3d Mortgage	980,300	7	Jan. & July.	"	1883 100	
-----	-----	-----	-----	-----	-----	New York and New Haven: Mortgage Bonds, Coupon	1,088,000	6	April & Oct.	New York.	1875 93	
-----	-----	-----	-----	-----	-----	1st Mortgage	500,000	6	Feb. & Aug.	New York.	1873-78	

## AMERICAN RAILROAD BOND LIST.

\* signifies that the road is in the hands of receivers. (?) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest.			Due	Price	Description	Amount	Interest	Interest.			Due	Price	
			When payable.	Where payable.	Due.						When payable.	Where payable.				
North Carolina:								Racine and Mississippi:								
Mortgage Loan	\$339,000	8	Mar. & Sept.		1867	---		1st Mortgage (Eastern Division)	\$680,000	8					New York	
North-Eastern (S. C.):								1st Mortgage (West'rn Division)	757,000	8	"	"			1875	35
1st Mortgage	700,000							Raleigh and Gaston:	100,000						1862	
2d Mortgage	224,500							Coupon								
Northern Central:								Richmond and Danville:								
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju.Oc.	Baltimore	due.	---		State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York	'87-'88			
Md. State Loan (Irredeemable)	1,500,000	6	"	"				Guaranteed by State	200,000	7	April & Oct.	Richmond	1875			
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102		Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1876			
York and Cumberland 2d Mort.	25,000	6	Jan. & July	"	1871	---		Mortgage (Registered)	504,000						1873	
Y. and C. guar. by Balt. 3d Mort.	500,000	6	"	"	1877	91		Richmond, Fred. and Potomac:	324,000	6					1860	
Construction, 2d Mort.	2,500,000	6	Jan. & July	"	1886	88		Sterling (\$267,000)								
North Missouri:								Richmond and Petersburg:	159,000						1875	26
State Loan (30 years)	4,350,000	6	Jan. & July	New York	'72-'87	90		Coupon								
North Pennsylvania:								Richland and Burlington:								
Mortgage	2,500,000	6	April & Oct.	Philadelphia	1875	23		1st Mortgage	1,800,000	7	Feb. & Aug.	Boston	1863	123		
Chattel Mortgage	360,000	10	"	"	1887	110		2d Mortgage	937,500	7	"	"	1863	61		
Northern (N. H.):								3d Mortgage	440,000	7	"	"	1863	1		
Bonds due 1864 and 1874	151,400	6	April & Oct.	Boston	1874	92		Sacramento Valley:								
Norwich and Worcester:								1st Mortgage	400,000	10	Jan. & July	New York	1875			
Mass. State Loan	400,000	6	Jan. & July	Boston	1877	---		2d Mortgage	329,000	10	Feb. & Aug.	San Francisco	1881			
Bonds for Dividend Scrip	59,000	7	"	"				1st Mortgage	281,000	7	Feb. & Aug.		1900	76		
Steamboat Bonds	121,000	7	Feb. & Aug.	"	'63-'70	---		2d Mortgage	16,000	7					1866	
Ohio and Mississippi:								3d Mortgage	148,000	7					1875	
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July	New York	1872	92		Six per cents	73,972	6					1878	
1st Mortgage—Western	850,000	7	"	"	1872	---		Sandusky, Mansfield and Newark:								
2d Mortgage—Western	750,000	7	"	"	1874	---		1st Mortgage	1,290,000	7	Jan. & July	New York	1866			
Orange and Alexandria:								Saratoga and Whitehall:								
1st Mortgage	400,000	6	May & Nov.	New York	1868	---		1st Mortgage	250,000	7	April & Oct.	New York	1858			
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July	"	1875	---		1st Mortgage (R. and W. Br.)	100,000	7	March & Sept.	"	1866			
2d Extension	600,000	8	May & Nov.	"	1873	---		1st Mortgage	300,000	7					1880	
Ogdensburg & Lake Champlain:								3d Mortgage	75,000	7					1870	
1st Mortgage	1,494,000	7	April & Oct.	Boston	1869	100		South Carolina:								
2d Mortgage (now stock)								State Loan	187,000	5					1868	
Oswego and Syracuse:								Domestic Bonds	650,000	5					'69-'74	
1st Mortgage	225,000	7	Jan. & July	Oswego	'70-'80	---		Domestic Bonds, past due	234,000	5						
Pacific (Mo.):								Sterling	2,000,000	5	Jan. & July	London	1866			
State (Mo.) Loan	7,000,000	6	Jan. & July	New York	'71-'87	88		Southern Mississippi:								
State Loan (S. W. Branch)	1,288,000	6	"	"	"			1st Mortgage	500,000							
Construction Main Line	1,500,000	7	"	"	"			South Western (Ga.):								
" S. W. Branch.	3,232,000	7	"	"	"			1st Mortgage	631,000						1875	
St. Louis County bonds	700,000	7	"	"	1885	---		Steubenville and Ind. (P. C. and C.):								
Panama:								1st Mortgage	1,500,000	7	Jan. & July	Philadelphia	1870			
1st Mortgage Sterling	416,000	7	April & Oct.	London	1870	101		1st Mortgage	1,000,000	7	April & Oct.	Philadelphia	1877	86		
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	---		Mortgage (Half to State)	7,000,000	5	Jan. & July	"	'76-'78			
2d Mortgage Sterling	1,160,000	7	Feb. & Aug.	"	1872	---		1st Mortgage Coupon	1,400,000	7	April & Oct.	New York	1876			
Peninsula:								1st Mortgage (series A)	1,100,000	7	Jan. & July	New York	1894	100		
1st Mortgage	1,029,000	7	March & Sept.	New York	1898	80		1st Mortgage (series B)	1,100,000	7	April & Oct.	"	1894	"		
Pennsylvania:								2d Mortgage (series C)	1,400,000	7	Feb. & Aug.	"	1894	84		
1st Mortgage	4,920,000	6	Jan. & July	Philadelphia	1880	102		2d Mortgage (series D)	1,400,000	7	May & Nov.	"	1894	"		
2d Mortgage	2,621,000	6	April & Oct.	"	1875	98		" Income (series E)"	1,700,000	7	"	"	1894	78		
3d Mortgage Sterling	2,233,840	6	"	London	1875	---		Toledo, Peoria & Warsaw:								
State Works Bonds	6,700,000	5	Jan. & July	Harrisburg	1894	102		1st Mortgage	1,600,000	7	June & Dec.	New York	1894			
Penobscot and Kennebec:								Terre Haute and Richmond:								
Bangor City 1st Mortg. (Coupon)	631,000	6	April & Oct.	Boston	'74-'75	---		1st Mortgage (convertible)	60,000	7	March & Sept.	New York	1866			
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor	1878	---		1st Mortgage								
Peoria and Oquawka:								1st Mortgage (convertible)								
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York	1862	---		1st Mortgage	1,000,000	7	Feb. & Aug.	New York	1866			
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	"	1873	---		1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York	1866	93		
Potter's and Lynchburg (S. Side):								1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	"			
State (Va.) Loan (S. F.)	800,000	7						2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	77		
1st Mortgage (1859-'70-'75)	365,000	6						2d M. (Wabash and Western)	1,500,000	7	"	"				
3d Mortgage (1862-'70-'72)	378,000	6						Sinking Fund Bonds	152,355	7					86	
Special Mortgage (1865-'68)	175,000	6						Equipment bonds	600,000	7					68	
Last Mortgage (1861 to 1869)	133,500	6						Vermont Central:								
Phila., Germania'n and Norriston:								1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston	1861	119		
Consolidated Loan	119,800	6	Jan. & July	Philadelphia	1865	105		2d Mortgage Coupon	1,600,000	7	Jan. & July	"	1867	39		
Convertible Loan	292,500	6	"	"	1885	110		Mortgage Bonds	924,905	6	Jan. & July	Boston	1883	95		
Philadelphia and Reading:								Vermont and Massachusetts:								
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July	Philadelphia	1867	---		Mortgage Bonds								
" 1836,	182,400	5	"	"	1880	---		Vermont Valley:								
" 1849,	"							1st Mortgage	386,000	7	April & Oct.					
" 1861,	"							1st Mortgage	114,000	6	"					
" 1843,	"							2d Mortgage	293,200	7	"					
" 1844,	"							Virginia Central:								
" 1848,	"							Mort., guaranteed by State of Va.	100,000	6	Jan. & July	Richmond	1880			
" 1849,	"							Mortgage (coupons)	188,000	5	"	"				
" 1857, (convertible)	875,000	7	Jan. & July	New York	1912	104		Mort., Mortgage (coupons)	926,000	6	"	"				
" 1858,	"							Virginia and Tennessee:								
" 1859,	"							State (Va.) Loan	1,000,000	6	Jan. & July	Richmond	1887			
" 1860,	"							1st Mortgage	500,000	6	"	"				
" 1861,	"							2d or Enlarged Mortgage	1,000,000	6	"	"				
" 1862,	"							Salt Works Br. Mort. due '58-'61	203,000	6	"	"				
" 1863,	"							Lynchburg, var.								
" 1864,	"							Warren (N. J.):								
" 1865,	"							1st Mortgage	650,000	7	Feb. & Aug.	New York	1875			
" 1866,	"							Warwick Valley, N. Y.:								
" 1867,	"							1st Mortgage	60,000	7	April & Oct.	New York	1880	87		
" 1868,	"							2d Mortgage	25,000	7	Jan. & July	Chester	1871	70		
" 1869,	"							Watertown and Rome:</td								

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (---) signify "not ascertained." Land-Grant Railroads are in "italics."

Year ending.	Railroad.										Equipment.										Abstract of Balance Sheet.										Earnings.														
	Main Line.		Lateral and Branch Lines		2nd Track and Sidings		Road in progress or projected.		Cars.		Companies.										Property and Assets.		Liabilities.		Mileage run by locomotives with trains.		Road operated, incl. road leased, etc.		Gross.		Dividends.		Price of												
	M.	M.	M.	M.	M.	M.	No.	No.	No.	No.											Railroad and Apparatus.	Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance, incl. all other assets and liabilities.	M.	M.	Gross.	Net.	p. c.	Price of												
30 Jun. '60	65.0	-----	50.6	-----	58.1	2	2	19	-----	-----	Alabama and Florida	1,451,336	•	-----	877,953	503,500	105,255	1,515,704	54.0	-----	101,102	37,866	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----										
25 Feb. '59	30.8	-----	-----	-----	57.8	11	9	102	-----	-----	Alabama and Mississippi	461,505	30,991	-----	335,010	109,500	21,632	518,966	30.3	-----	55,791	31,852	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----								
31 May '60	109.6	-----	-----	-----	171.3	-----	-----	-----	-----	-----	Ala. and Tennessee Rivers	2,261,927	184,906	-----	1,067,006	777,777	240,485	2,476,023	109.6	-----	207,626	111,232	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----							
30 Jun. '59	57.0	-----	-----	-----	49.4	40	28	502	-----	-----	Mobile and Girard	1,500,000	-----	-----	-----	-----	-----	-----	-----	-----	-----	67.0	236,791	76,773	21,006	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----								
1 May. '61	469.3	13.5	-----	-----	28.4	23	14	283	-----	-----	Mobile and Ohio	12,000,000	-----	-----	-----	-----	-----	-----	-----	-----	-----	1,402,568	606,370	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----									
29 Feb. '60	88.5	-----	-----	-----	-----	-----	-----	-----	-----	-----	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,022	23,579	2,582,505	116.0	-----	505,156	260,269	6	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----						
1 Nov. '58	38.5	-----	107.8	-----	-----	-----	-----	-----	-----	-----	Arkansas	553,877	•	-----	351,524	446,000	10,725	811,949	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----								
30 Dec. '60	22.5	-----	-----	-----	-----	-----	-----	-----	-----	-----	Sacramento Valley	1,493,350	•	-----	798,850	700,000	-----	1,493,850	22.5	-----	230,251	104,894	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----							
31 July '65	23.8	-----	1.9	-----	6	5	47	-----	-----	-----	Danbury and Norwalk	345,798	66,483	8,256	306,900	100,000	-----	-----	23.8	53,856	103,333	26,249	8	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----							
31 Jan. '66	122.4	17.7	75.1	20	310	-----	-----	-----	-----	-----	Hartford, Provid. and Fishkill	3,902,356	302,511	-----	2,037,940	1,936,740	-----	-----	122.4	319,433	644,726	166,186	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----							
31 Aug. '66	61.4	66.2	66.2	25	32	428	-----	-----	-----	-----	Hartford and New Haven	3,284,237	254,000	1,256,828	8,000,000	927,000	132,497	4,794,566	75.2	498,002	1,591,804	511,677	12	175	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----						
31 Dec. '65	74.0	-----	8.9	10	12	261	-----	-----	-----	-----	Housatonic	2,439,775	-----	347,819	2,000,000	252,500	160,848	2,787,594	124.0	129,269	478,095	65,465	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----							
31 Dec. '65	57.0	-----	2.0	8	11	188	-----	-----	-----	-----	Naugatuck	1,465,639	•	-----	1,100,000	295,000	34,065	62.0	159,074	419,469	185,922	10	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----								
28 Feb. '60	60.0	2.6	8	10	30	36	N. Haven, N. London and Ston.	1,454,040	-----	-----	-----	-----	-----	-----	738,538	766,000	-----	-----	62.0	67,143	108,	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----											
30 Nov. '65	76.2	8.8	4.2	4	2	16	New Haven and Northampton	1,787,565	-----	-----	-----	-----	-----	-----	1,010,000	623,500	9,442	85.0	48,662	172,590	74,758	2	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----										
31 Dec. '65	66.0	20.0	5.9	14.0	8	12	New London Northern	861,135	-----	-----	-----	-----	-----	-----	10,607	700,000	132,814	18,746	871,742	86.0	202,567	306,766	53,204	8	85	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----						
31 Mar. '66	61.8	1.0	63.8	34	77	412	New York and New Haven	4,656,302	855,456	5,000,000	140,785	8,081,181	9,261,900	1,463,983	2,863,600	580,000	9,261	2,952,861	66.4	329,984	549,834	9	117	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----								
30 Nov. '65	59.4	7.0	8.2	18	17	392	New Haven and Worcester	2,463,983	149,711	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----											
31 Oct. '60	84.8	10.7	-----	-----	-----	-----	-----	-----	-----	-----	Delaware	1,552,257	-----	-----	406,182	870,000	271,877	1,807,684	84.8	136,631	138,970	41,466	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----							
31 Oct. '62	16.2	-----	-----	-----	-----	-----	-----	-----	-----	-----	Newcastle and Frenchtown	704,860	18,585	-----	744,520	-----	5,024	749,544	5.0	-----	27,285	10,290	9	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----							
30 Apr. '60	32.0	3.0	13.0	3	1	6	Florida	532,791	30,586	-----	-----	-----	191,485	195,000	75,894	619,112	32.0	-----	7,857	3,535	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----									
30 Apr. '60	58.9	5.0	-----	-----	-----	-----	-----	-----	-----	-----	Florida and Alabama	532,791	30,586	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----									
30 Apr. '60	100.0	8.9	10.0	153.5	-----	-----	-----	-----	-----	-----	Florida, Atlantic and Gulf Central	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----									
31 Dec. '65	22.4	-----	41	23	765	-----	-----	-----	-----	-----	Georgia and Florida	1,200,079	96,462	1,232,000	36,600	22,721	1,296,541	86.7	-----	415,411	54,648	4	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----					
31 Dec. '65	92.6	8.7	70.9	16	6	85	Atlanta and West Point	1,200,079	96,462	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	30.0	-----	168,988	96,612	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----								
31 Dec. '65	53.0	-----	111	19	286	-----	-----	-----	-----	-----	Augusta and Savannah	1,082,200	-----	151,887	-----	-----	-----	-----	-----	-----	53.0	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----							
30 Apr. '60	43.5	-----	23.7	-----	-----	-----	-----	-----	-----	-----	Brunswick and Florida	1,082,200	-----	151,887	-----	-----	-----	-----	-----	-----	53.0	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----							
30 Nov. '60	121.0	61.0	11.0	153.0	-----	-----	-----	-----	-----	-----	Central of Georgia (and Bank)	4,366,300	-----	4,366,800	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----							
31 Mar. '61	171.0	61.0	19	16	171	-----	-----	-----	-----	-----	Georgia (and Bank)	4,166,000	-----	4,166,600	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----							
31 Mar. '61	50.0	7.2	7	2	107	-----	-----	-----	-----	-----	Muscoyee	774,244	162,534	669,950	249,000	-----	-----	-----	-----	-----	-----	12,295	1,656,976	102.5	1,026,863	60.0	202,714	110,512	8	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
31 July '59	68.1	3.4	3	4	33	-----	-----	-----	-----	-----	Savannah, Albany and Gulf	1,386,684	52,374	1,275																															

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "not ascertained." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.		Equipment.		Abstract of Balance Sheet.										Earnings.						
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Cars.	Companies.		Property and Assets.		Liabilities.		Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	p. c.	Price of shares.				
						Engines.	Passenger.	Freight, etc.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.										
30 Nov. '62	55.0	—	—	6 4	74	Androscoggin	1,060,000	*	161,833	444,638	205,584	757,381	63.5	76,244	70,761	43,461	—				
30 Jun. '63	140.0	—	25.0	41 17	340	Atlantic and St. Lawrence	7,654,079	*	2,494,900	3,471,560	1,985,570	7,962,330	140.9	878,873	1,116,113	177,873	46				
31 Dec. '63	60.0	9.5	8.0	12 11	120	Portland and Kennebec	3,000,000	—	1,000,000	2,000,000	3,000,000	109.5	274,410	630,318	97,709	—	—				
31 May. '64	99.7	9.5	—	18 15	233	Maine Central	4,212,201	*	57,091	1,447,060	2,733,800	120,597	4,301,457	192.1	171,568	489,592	219,302	—			
31 May. '64	61.8	—	—	12 4	119	Portland, Saco and Portsmouth	1,491,207	*	100,000	1,500,000	1,690,000	51.3	161,056	450,222	236,767	6	104				
20 Sep. '63	279.6	7.2	—	225 100	8,000	Baltimore and Ohio	21,323,338	8,621,755	11,866,283	16,151,962	10,112,584	897,830	26,811,376	286.8	2,938,810	6,509,945	4,544,097	3	112		
30 Sep. '63	80.0	—	—	7 28	167	Washington Branch	1,650,000	*	1,650,000	—	—	—	2,379,841	39.0	—	703,123	429,890	44	127		
31 Dec. '63	138.0	4.0	25.0	60 55	3,495	Northern Central	9,247,106	1,104,744	1,692,961	4,518,900	5,211,244	1,639,780	12,042,441	261.0	1,642,015	3,315,510	1,322,793	8	48		
MAINE.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
30 Nov. '65	84.9	14.0	6.5	12 6	37	Boston, Hartford & Erie	9,250,112	638,296	6,648,837	11,775,500	7,581,000	71,837	19,420,287	34.0	95,008	110,047	14	—			
30 Nov. '65	26.7	1.8	16.8	24 38	534	Boston and Lowell	2,446,496	192,638	381,467	1,830,000	464,000	47,118	8,020,600	70.9	43,213	752,606	172,232	6	112		
31 May. '66	74.3	8.8	50.4	37 20	744	Boston and Maine	8,906,264	446,597	978,480	4,076,974	328,388	5,386,291	164.3	747,272	1,521,159	389,812	9	131			
30 Nov. '65	47.0	7.0	32.5	28 39	850	Boston and Providence	3,892,600	—	—	2,600,000	21,500	—	4,218,927	61.8	450,096	1,221,204	306,338	10	140		
30 Nov. '65	44.6	24.0	60.8	32 69	809	Boston and Worcester	4,062,584	437,416	1,413,789	4,500,000	765,740	5,913,789	88.6	669,234	1,697,164	537,067	10	148			
30 Nov. '65	46.0	1.1	2.7	7 16	41	Cape Cod Branch (par 60)	907,160	123,864	721,926	25,700	15,000	1,098,092	47.1	88,000	167,031	57,695	6	66			
30 Nov. '65	60.0	2.6	9.6	12 23	158	Connecticut River	1,813,980	*	303,239	1,561,100	250,000	104,188	2,117,179	52.4	221,748	588,109	175,404	6	113		
30 Nov. '65	34.1	30.6	27.6	32 60	544	Eastern	4,452,969	862,965	752,769	3,185,000	1,798,600	414,208	5,568,950	89.0	622,202	1,271,575	490,768	8	111		
30 Nov. '65	51.0	42.6	75.8	27 20	664	Fitchburg	3,189,861	360,149	410,961	3,540,000	—	—	6,507	9,350,961	98.4	457,261	993,894	314,255	8	114	
30 Nov. '65	14.0	—	2.8	4 4	20	Pittsburg and Worcester	275,000	*	—	—	2,000	4,270	301,200	44.4	37,166	636,390	20,427	6	—		
30 Nov. '65	12.4	—	2.3	2 4	20	Lowell and Lawrence	332,883	—	—	250,000	52,000	200,000	247,900	—	—	867,372	(Oper. by Boston & Lowell)	—	—		
30 Nov. '65	14.5	—	17.2	10 17	240	Nashua and Lowell	620,153	92,870	101,968	—	—	91,748	814,991	71.0	185,647	300,964	81,227	8	125		
30 Nov. '65	20.1	1.2	1.3	4 18	45	New Bedford and Taunton	451,982	48,018	—	500,000	195,000	696,590	36.7	70,108	261,745	51,118	5	104			
31 May. '66	98.6	8.8	27.6	35 58	879	Old Colony and Newport	4,438,317	*	2,600,822	4,819,760	551,500	1,467,841	1,043,138	145.0	1,296,643	526,448	104	—			
30 Nov. '65	18.6	—	0.7	1 3	—	Pittsfield and North Adams	432,430	—	—	450,000	—	—	450,000	—	—	312,931	31,521	3	106		
30 Nov. '65	43.4	1.0	14.9	14 14	452	Providence and Worcester	1,401,068	209,058	160,507	1,700,000	—	—	76,616	1,776,610	44.4	283,512	543,995	140,129	1	124	
30 Nov. '65	16.9	—	1.7	3 4	197	Salem and Lowell	882,470	81,643	—	243,305	226,900	522	470,727	(Oper. by B. & L. Co.)	—	110	—	—			
30 Nov. '65	11.1	0.6	1.1	3 10	76	Taunton Branch	250,000	—	—	250,000	—	—	324,186	229,724	24,454	—	—	—			
30 Nov. '65	6.1	—	36.5	—	—	Troy and Greenfield	923,942	979,308	—	—	—	—	3,635,667	77.3	151,327	380,084	122,397	2	62		
30 Nov. '65	69.3	8.0	5.5	11 13	180	Vermont and Massachusetts	3,240,070	225,650	169,938	2,580,000	565,956	—	—	—	—	—	—	—	—		
30 Nov. '65	165.1	17.3	126.6	78 46	1,290	Western (incl. Alb. & W.S. etc.)	10,176,144	1,095,713	5,076,949	6,627,700	6,289,520	453,041	16,348,306	18.0	1,238,514	3,451,582	1,226,658	10	145		
30 Nov. '65	45.7	—	9.8	10 12	143	Worcester & Nashua (part 93)	1,164,398	*	224,309	1,414,000	36,500	62,759	1,388,706	45.7	194,712	431,506	183,750	7	122		
NEW HAMPSHIRE.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
31 Mar. '66	93.5	—	5.6	14 10	232	Boston, Concord and Montreal	2,850,000	*	840,233	1,800,000	1,050,000	81,216	3,199,233	93.5	422,829	134,871	87	—			
30 Nov. '65	53.6	—	8.0	18 16	246	Cheshire	2,787,442	—	180,807	2,085,925	677,400	—	2,967,749	74.6	417,001	629,622	101,259	24	—		
31 Mar. '66	34.5	—	—	21 22	494	Concord (part 93)	1,800,000	*	171,775	1,500,000	—	—	1,671,775	60.2	—	—	151,863	8	65		
31 Mar. '66	20.9	—	2.8	—	—	Manchester & Lawrence	825,000	175,000	62,327	1,000,000	—	—	1,052,327	121.4	527,354	867,957	101,242	8	113		
31 Mar. '66	20.9	—	2.8	2 4	80	Merrimack and Conn. Rivers	698,258	—	—	595,588	568,000	—	52.7	—	—	—	—	—	—		
31 Mar. '66	69.2	18.0	12.5	23 12	468	Northern New Hampshire	3,068,400	*	740,296	3,068,400	161,400	254,341	3,808,596	82.2	337,789	615,728	215,973	9	100		
NEW JERSEY.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—			
31 Dec. '65	64.2	11.0	8.1	—	—	Bolvidere Delaware	8,425,078	*	—	907,112	2,198,000	250,472	3,449,585	75.2	—	595,469	141,448	—	—		
31 Dec. '65	61.2	42.4	74.9	74 95	171	Camden and Amboy	9,476,363	—	947,144	6,842,200	10,169,472	175,060	—	124.2	6,274,657	1,702,559	10	39	—		
31 Dec. '65	60.2	—	—	—	—	Camden and Atlantic	1,885,941	*	—	1,062,743	1,024,775	124,362	2,240,871	60.2	—	283,638	94,067	—	—		
31 Dec. '65	74.0	12	74.0	65 82	1,071	Central of New Jersey	11,349,791	1,283,773	528,171	10,685,917	1,509,000	838,636	8,199,050	6,017,978	3,036,390	1,287,566	10	135	—		
31 Dec. '65	65.0	—	—	45.5	243	Morris and Essex	6,587,292	—	145,427	6,196,351	3,084,775	108,104	5,199,050	7,762,840	1,187,978	3,036,390	1,287,566	10	135	—	
31 Dec. '65	35.8	—	—	35 98	274	New Jersey	3,903,171	738,164	1,793,064	5,000,000	805,000	—	5,434,399	33.8	654,192	1,875,981	803,323	10	128	—	
31 Dec. '65	21.3	—	—	2 6	6	Northern New Jersey	3,903,171	738,164	1,793,064	5,000,000	805,000	—	158,800	260,000	64,521	482,321	121.2	103,815	185,032	26,874	—
31 Dec. '65	66.0	16.0	10.0	17 43	146	Raritan and Delaware Bay	3,975,489	—	—	2,520,700	1,498,800	64,885	2,520,700	1,498,800	600,000	—	320,644	loss	65	—	
31 Dec. '65	18.0	2.5	45.0	41 83	567	New York and Harlem	9,708,611	1,479,957	1,047,106	8,077,000	1,494,900	—	44,075,497	664,948	5,804,048	13,975,594					

**RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.**

An asterisk (\*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies no information. Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

## PREFERRED AND GUARANTEED R. R. STOCKS.

		Amount of shares out- standing.	Div'ds	Rate	Paid	Market Price
<b>RAILROADS.</b>						
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	---	---	---
Atlantic & St. Lawrence (guarant'd.)	2,494,900	6	6	---	---	---
Baltimore and Ohio, (pref.)	3,000,000	7	7	---	---	---
Berkshire (guaranteed)	600,000	7	7	---	---	---
Boston, Concord & Montreal (pref.)	1,340,400	6	61	---	---	---
Buffalo, N. Y. & Erie, (guaranteed)	875,000	7	7	61	---	---
Camden & Atlantic (preferred)	620,000	7	7	15	---	---
Catavissa (preferred)	1,150,000	7	234	---	---	---
Cheheng (guaranteed)	380,000	---	---	---	---	---
Cayuga & Susquehanna (guarant.)	343,500	---	---	---	---	---
Chestnut (preferred)	2,017,225	7	62	---	---	---
Chicago & Alton (preferred)	2,425,400	7	7	111	---	---
Chicago & Northwestern (pref.)	12,994,120	7	7	724	---	---
Cocheco (preferred)	177,750	8	8	---	---	---
Col. & Passumpsic Rivers, (pref.)	1,723,500	10	10	73	---	---
Cumberland Valley (1st preferred)	241,900	8	8	---	---	---
" (2d preferred)	243,000	8	8	---	---	---
Detroit & Milwaukee (preferred)	1,500,000	7	7	---	---	---
Dubuque & Sioux City (preferred)	1,976,365	7	78	764	---	---
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	---	---	---
Erie (preferred)	500,000	7	7	44	---	---
Hannibal & St. Joseph (preferred)	8,835,700	7	7	83	---	---
Harrisburg & Lancaster (guar.)	5,253,856	7	7	764	---	---
Housatonic (preferred)	1,182,100	7	7	104	---	---
Indianaapolis & Madison (pref.)	407,900	8	8	104	---	---
Jenner & Portland (preferred)	372,000	6	6	---	---	---
Lackawanna & Bloomsburg (pref.)	500,000	7	7	---	---	---
Marietta & Cincinnati (1st pref.)	6,205,475	7	3	32	---	---
" (2d pref.)	3,819,772	7	3	20	---	---
Michigan S. & N., Indiana (guar.)	1,082,700	10	10	140	---	---
Mil. & Prairie du Chien (1st pref.)	3,082,000	8	8	1004	---	---
" " (2d pref.)	1,014,000	7	7	90	---	---
Milwaukee & St. Paul (preferred)	2,400,000	7	7	704	---	---
New Haven & Northampton (guar.)	1,010,000	4	4	---	---	---
New York & Harlem (preferred)	1,500,000	8	8	---	---	---
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	---	---	---
Paterson & Hudson (guaranteed)	680,000	8	8	---	---	---
Paterson & Ramapo (guaranteed)	248,000	54	54	---	---	---
Peoria & Bureau Valley (guar.)	1,200,000	6	6	---	---	---
Philadelphia & Reading (pref.)	1,651,800	7	7	---	---	---
Philadelphia & Trenton (guar.)	1,000,000	10	10	---	---	---
Pittsfield & North Adams (guar.)	450,000	6	6	94	---	---
Port, Sac & Portsmouth (guar.)	1,500,000	6	6	---	---	---
Rutland & Burlington (preferred)	382,700	8	8	---	---	---
" " (preferred)	608,176	6	6	---	---	---
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	69	---	---
Toledo, Peoria & Wabash (preferred)	984,700	7	7	68	---	---
Toledo, Peoria & Warsaw (1st pref.)	1,650,232	7	7	68	---	---
Troy & Greenbush (guaranteed)	908,422	7	7	68	---	---
Vermont & Canada, (guaranteed)	274,400	6	6	48	---	---
Warren (guaranteed)	1,600,000	8	8	1024	---	---
White Mountains (guaranteed)	1,408,300	7	7	7	---	---
Wright's, Y. & Gettysburg (guar.)	200,000	5	5	---	---	---
	317,060	2	2	---	---	---

## CANAL AND NAVIGATION STOCKS.

## COMPANIES.

	Par of Shares.	Amount of Stock.	Dividends.	Market Price
<b>CANAL AND NAVIGATION STOCKS:</b>				
Chesapeake and Delaware	100	1,343,563	\$ p.c. \$	954
Chesapeake and Ohio	100	8,224,595	---	---
Delaware Division	100	1,638,350	57	---
Delaware and Hudson	100	10,000,000	10	156
Delaware and Raritan	100	2,288,400	10	---
Erie of Pennsylvania	50	64,000	---	---
Illinois and Michigan	---	---	---	---
Lehigh Navigation	50	6,061,700	10	594
Monongahela Navigation	50	726,800	3	---
Morris, (consolidated)	100	1,025,000	10	55
" (preferred)	100	1,175,000	10	123
North Branch	100	---	---	---
Sault Ste Marie	100	---	---	---
Schuylkill Navigation (consolid.)	50	1,908,207	274	---
" "	50	2,888,988	354	---
Susquehanna and Tide Water	50	2,048,260	14	---
Union	50	2,187,000	49	---
West Branch and Susquehanna	100	1,100,000	6	25
Wyoming Valley	50	750,000	16	54

## Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON-DUTY: Bars, 1 to 14 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 14 cents per lb.; Sheet, Band, Hoop and Scroll, 14 to 14 cents per lb.; Pig, \$9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1—(cash) per ton 53 @ 55

Pig, American, No. 1—50 @ 51

Bar, Refined, English—96 @ 105

Bar, Swedes, assorted sizes (in gold)—95 @ 100

## STORE PRICES.

Bar, Swedes, assorted sizes—@ 170

Bar, English & American, Refined—115 @ —

Bar, English & American, common—135 @ —

Scroll, English—145 @ 195

Ovals and Half round—140 @ 150

Band, English—145 @ —

Horse Shoe—140 @ 150

Rods, English—120 @ 175

Hoop, English—150 @ 215

Nail Rod—per lb.—9 1/2 @ 10

Sheet, Russia—per lb.—21 @ 23

Sheet, English, Single, Double and Treble—6 1/2 @ 8

Rails, English, (gold)—per ton—55 @ —

Rails, American—85 @ 90

STEEL-DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 24 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3 1/2 cents per lb. and 10 per cent. ad. val.

English, Cast—(1st & 2d qly.)—per lb.—18 @ —24

English Spring—(1st & 2d qly.)—11 1/2 @ —13

English Blister—12 1/2 @ —20

English Machinery—14 @ —18

German—15 1/2 @ 17 1/2

American, Blister—11 1/2 @ —17

American, Cast, Hammered—19 @ —

American, Cast, Rolled—12 @ —16

American Spring—15 @ —

American Machinery—13 @ —14

COPPER-DUTY: Pig, Bar and Ingots, 2 1/2; old Copper, 2 cents per lb.; Manufactured, 35 percent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 1/2 cents per lb.

Sheathing, New—(suita)—per lb.—43 @ —

Sheathing, Yellow—per lb.—@ 32

Pig, Chile—@ —

Bolts—43 @ —

Braziers—43 @ —

American Ingot—(cash)—23 1/2 @ —29

LEAD-DUTY: Pig, \$2 per 100 lb.; old Lead, 12 cents per lb.; Pipe and Sheet, 24 cents per lb.

Galena—per 100 lb.—@ —

Spanish—6 75 @ 6 75

German Refined—6 70 @ 6 90

English—6 70 @ 7 12 1/2

Bar—per lb.—@ 10

Pipe and Sheet—@ 10 87 1/2

TIN-DUTY: Pig, Bars and Block, 18 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.

Plates, I.C. Charcoal, p. box, 9 50 @ 10—13 75 @ 14

Banca—(gold)—per lb.—@ 23 1/2

Straits—(gold)—21 1/2 @ 22

English—(gold)—21 1/2 @ 21 1/2

Gold—Currency—

Plates, I.C. Charcoal, p. box, 9 50 @ 10—13 75 @ 14

Plates, I.C. Coke—7 25 @ 9—10 25 @ 13

Plates, Goko Terne—6 75 @ 7—10—@ 10 25

Plates, Charcoal Terne—9 50 @ 10—13 75 @ 14

NAILS-DUTY: Cut 1/4; Wrought 2 1/2; Horse Shoe 5 cents per lb. (Cash)

Cut, 4d. @ 60d.—(cash)—per 100 lb. 6 75 @ 7

Clinch—(cash)—@ 8 50

Copper—@ 48

Ausable Horse, Norway Iron, Forged—@ 32

Zinc Nails—(6 mos.)—@ 20

PETROLEUM-DUTY: Crude, 20 cents; Refined, 40 cents per gallon.

Crude, 40 @ 47 gravity—21 @ —

Regn'd, free L. S. to White—@ 50

Ref'd, in bond, prime L. S. to White—@ 33

Ref'd, in bond, Standard White—33 1/2 @ 34

Naphtha, Refined (60 @ 63 gravity)—25 @ 27

## New York Stock Exchange.

## Actual Sale Prices for the week ending Nov. 28.

Th 22 F. 23 Sat. 24 M. 26 Tu. 27 W. 28

Atlantic M. S. S. Co.	100	106	106	108	107
At. & Gt. W. (O) 1st m't.	---	---	---	---	---
Buffalo, N. Y. & E. M.	---	---	---	---	---
California 7s	45	44	47	47	47
Central Am. Transit	45	44	47	47	47
Chicago & Alton	107	108	113	110	111
" " " " "	111	111	112	112	114
Chicago, Burl. & Q.	111	111	112	112	114
Chic. & Northwest'n.	45	40	42	42	44
" " " " "	71	71	72	72	74
Chicago & Rock Is'l.	104	102	105	105	104
Clev., Col. and Cin.	83	84	86	86	86
Clev. and Pittsburg	83	84	86	86	86
Clev. and Toledo	111	111	112	112	114
" " " " "	111	111	112	112	114
Cumberland Coal, pref.	64	65	67	70	70
Del. & Hudson Canal	156	156	156	156	156
Del., Lack. & West.	111	111	112	112	114
" " " " "	111	111	112	112	114
Erie	74	74	75	75	75
" " " " "	74	74	75	75	75
Erie, 1M. 8p.c. '71-5.	82	80	83	84	83
" " " " "	82	80	83	84	83
Erie, 2M. 8p.c. '81-5.	82	80	83	84	83
" " " " "	82	80	83	84	83
Erie, 3M. 7p.c. '75	82	80	83	84	83
" " " " "	82	80	83	84	83
Hudson River	122	118	121	120	121
" " " " "	122	118	121	120	121
Hudson River	122	118	121	120	121
" " " " "	122	118	121	120	121
Hudson River	122	118	121	120	121
" " " " "	122	118	121	120	121
Illinoian Central	110	111	112	112	112
" " " " "	110	111	112	112	112
Illinoian Central	110	111	112	112	112
" " " " "	110	111	112	112	112
Illinoian Central	110	111	112	112	112
" " " " "	110	111	112	112	112
Illinoian Central	110	111	112	112	112
" " " " "	110	111	112	112	112
Illinoian Central	110	111	1		

## New York Stock Exchange.

Actual Sale Prices for the week ending Nov. 28.

Th. 22. F. 23 Sat. 24 M. 26 Tu. 27. W. 28

## FEDERAL STOCKS:

U. S. 5s, 1871, reg.	---	---	---	---	---	---
U. S. 5s, 1871, coup.	---	---	---	---	---	---
U. S. 5s, 1874, reg.	---	---	106	106	106	106
U. S. 5s, 1874, coup.	---	---	106	106	106	106
U. S. 5s, 1866, coup.	---	---	99	99	99	100
U. S. 5s, 10-40s, coup.	99	99	99	100	100	100
U. S. 5s, 10-40s, reg.	---	---	---	---	---	---
U. S. 6s, 1881, reg.	112	112	112	112	112	112
U. S. 6s, 1881, coup.	112	112	112	112	112	112
U. S. 6s, "81, O. W. Ly.	---	---	---	---	---	---
U. S. 6s, 1881, "14.	---	---	---	---	---	---
U. S. 6s, 1867, reg.	---	---	---	---	---	---
U. S. 6s, 1868, reg.	---	---	---	---	---	---
U. S. 6s, 1868, coup.	---	---	---	---	---	---
U. S. 6s, 5-20s, c. 1862-107x	1084	1084	1084	1094	1094	1094
U. S. 6s, 5-20s, c. 1864-106x	1084	1084	1084	106	106	106
U. S. 6s, 5-20s, c. 1865-106x	105	108	107	107	107	107
U. S. 6s, " reg.	106	106	107	107	107	107
7.3 Notes, 1st series, 105	106	105	105	105	105	105
" 2d series, 104	104	104	104	105	105	105
" 3d series, 104	104	104	104	105	105	105
American Gold	---	---	---	---	---	---

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Nov. 27.

W. 21 Th. 22 F. 23 Sat. 24 M. 26 Tu. 27

Ottawissa	---	---	---	---	---	---
" preferred	28	28	28	28	28	28
Camden & Amboy	130	129	128	130	130	130
" " 6s, 100	100	---	---	---	---	---
" " 6s, 70	---	---	---	---	---	---
" " 6s, 75	---	---	---	---	---	---
" " 6s, 83	---	---	---	---	---	---
" " 6s, 88	---	---	---	---	---	---
" mort. 6s, 89	98	98	98	98	98	98
Ches. & Del. Canal	6s, 80	---	---	---	---	---
Del. Div. Canal	57	57	57	57	57	57
Simira & W'mport	---	---	---	---	---	---
" " " pref.	78	78	78	78	78	78
Lehigh Navigation	59	59	59	59	59	59
" " 6s, 84, 93	---	---	---	---	---	---
Lehigh Valley R. R.	68	68	68	68	68	68
Little Schuylkill R. R.	68	68	68	68	68	68
" " 7s	78	78	78	78	78	78
Long Island	6s	6s	6s	6s	6s	6s
Minehill	59	59	59	59	59	59
Morris Canal	---	---	---	---	---	---
" " pref.	---	---	---	---	---	---
" " 6s, 76	---	---	---	---	---	---
North Pennsylvania	6s	6s	6s	6s	6s	6s
" " 10s	10s	10s	10s	10s	10s	10s
Northern Central	49	49	49	49	49	49
Pennsylvania R. R.	55	54	54	54	54	54
" 1st m.	102	102	102	102	102	102
" 2d m.	102	102	102	102	102	102
Penn. State, 5s	---	---	---	98	98	98
" " 5s, coupon	---	---	---	---	---	---
" " 6s, W. L.	103	103	103	103	103	103
Philadelphia City	6s	6s	6s	6s	6s	6s
" " new, 102	102	102	102	102	102	102
" " munc102	102	102	102	102	102	102
Philad. Germ. & Nor.	61	61	61	61	61	61
Philad. & Reading	57	55	55	55	55	55
" " 6s, 88	---	---	---	---	---	---
" " 70	---	---	---	---	---	---
Philadelphia & Erie	31	30	31	31	32	32
" " pref.	36	34	35	35	35	35
" " 6s, 82	84	84	84	84	84	84
" " 6s, 76	84	84	84	84	84	84
" " 6s, 72, 90	84	84	84	84	84	84
Susq. Canal	14	14	14	14	14	14
" " 6s, 78	66	66	66	66	66	66
Union Canal, pref.	---	---	---	21	21	21
" " 6s, 83	---	---	---	21	21	21
West Br. Canal	6s, 78	---	---	---	---	---
Wyoming Valley Canal	55	55	55	55	55	55
Huntington, (Horse)	14	14	14	14	14	14
Chestnut & Wal.	53	53	53	53	53	53
Green & Contos,	---	---	---	---	---	---
2d and 3d streets,	---	---	---	---	---	---
Spruce & Pine,	---	---	---	---	---	---

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending Nov. 27.

W. 21 Th. 22 F. 23 Sat. 24 M. 26 Tu. 27

Baltimore City 6s, 1875	97	97	97	97	97	97
" " 1886, 98	---	---	---	---	---	---
" " 1870	---	---	---	---	---	---
" " 1890, 98	98	98	98	98	98	98
Balt. and Ohio	113	112	112	112	112	112
" " bds, 62	---	---	---	---	---	---
" " " 67	---	---	---	---	---	---
" " " 75	98	98	98	98	98	98
" " " 80	98	98	98	98	98	98
" " " 85	97	97	97	97	97	97
Northern Central	46	49	49	48	48	48
" " bds, 1885	---	---	---	88	88	88
" " 1900	89	89	89	89	89	89
City Passenger R. R.	18	18	18	18	18	18

## Boston Stock Exchange.

Actual Sale Prices for the week ending Nov. 28.

Th. 22. F. 23 Sat. 24 M. 26 Tu. 27. W. 28

Boston and Lowell	112	---	---	---	---	---
Boston and Maine	131	---	---	---	---	---
Boston and Providence	141	140	140	140	140	140
Boston and Worcester	145	145	145	145	145	145
Cheerhie, pref.	62	62	62	62	62	62
Concord	111	65	65	65	65	65
Connecticut River	---	---	---	---	---	---
Eastern, Mass.	111	111	111	111	111	111
Eastern, N. H.	---	---	---	---	---	---
Fitchburg	113	113	113	113	113	113
Manchester & Lawr'co	---	---	---	---	---	---
Michigan Central	---	---	---	---	---	---
Northern, N. H.	100	100	100	100	100	100
Old Colony & Newport	104	104	104	104	104	104
Ph., Wil. & Baltimore	56	56	56	56	56	56
Portl'd, Sao & Porta.	102	102	102	102	102	102
Vermont & Canada	160	160	160	160	160	160
Vermont & Mass.	62	61	61	61	61	61
Western	146	145	145	145	145	145
Broadway (Horse)	---	---	---	---	---	---
Cambridge	---	---	---	---	---	---
Metropolitan	56	56	56	56	56	56
Middlesex	57	57	57	57	57	57
Central Mining Co.	---	---	---	---	---	---
Copper Falls	41	39	40	41	44	44
Franklin	41	40	42	41	43	43
Huron	---	---	---	38	38	38
Isle Royale	114	114	114	114	114	114
National	---	---	---	---	---	---
Minnesota	143	143	143	143	143	143
Pewabic	27	26	27	27	27	27
Pittsburg	50	50	50	50	50	50
Quincy	43	42	42	42	42	42
Rockland	6	6	6	6	6	6

## London Stock Exchange.

The following were the closing prices for American Securities on the 9th of November.

United States 5-20 yrs, 1882, 6 per cent	68	69	69	69	69	69
Virginia State, 5 per cent	49	51	51	51	51	51
Do, 6 per cent	40	42	42	42	42	42
Atlantic and Great Western, N. Y. sec, 1st	---	---	---	---	---	---
mort, 1880, 7 per cent	68	72	72	72	72	72
Do, do, 2d mort, 1881	68	70	70	70	70	70
Do, Pennsylvania, 1st mort, 1877	68	71	71	71	71	71
Do, do, 2d mort, 1882	68	68	68	68	68	68
Do, consolidated mortgage bonds, 1890	39	40	40	40	40	40
Erie shares, \$100 (all paid), 8 p. c.	514	524	524	524	524	524
Do, convertible bonds, 6 p. c.	68	70	70	70	70	70
Illinois Central 6 per cent, 1875	81	83	83	83	83	83
Do, 7 per cent, 1875	65	67	67	67	67	67
Do, \$100 shares (all paid)	76	77	77	77	77	77
Marietta and Cincinnati R. R. bonds, 7 p. c.	68	70	70	70	70	70
New York Central, \$100 shares	---	---	---	---	---	---
Panama Railroad, 2d mort, 1872, 7 p. c.	100	102	102	102	102	102
Pennsylvania R. R. bonds, 2d mort, con. 6 p. c.	83	85	85	85	85	85
Do, \$50 shares	32	36	36	36	36	36
Phila. and Erie 1st mort, 1881, (guaranteed by Penn. R. R.)	---	---	---	---	---	---
Do, with option to be paid in Philadelphia	---	---	---	---	---	---

## American Railroad Journal.

Saturday, December 1, 1866.

**Stock Exchange and Money Market.** The sharp advance in the price of Money, noticed in our last, was the result in part of the free withdrawal of Government deposits from the recognized bank depositaries, and their transfer to the Sub-Treasury here, thus reducing the loanable resources of the banks, and compelling the latter to call in all old advances on stock and miscellaneous collaterals, and to mark up the price of renewed accommodation fully two per cent. from the rates current a few weeks since. At the advanced rates, there was less disposition to aid other than the most unexceptionable houses, and the denial of the usual facilities to the bulk of the Stock operators led to a temporary panic in the Stock market. Forced realizations on the railway and miscellaneous list depressed prices very seriously. General distrust followed this sudden revulsion in the Stock speculation. On Friday of last week, Secretary McCulloch authorized U. S. Assistant-Treasurer Van Dyke, at this port, to receive in liquidation of indebtedness on the part of the banks, to the Treasury, all compound interest notes offered, on the basis of par and full accrued interest. On the announcement of this determination, a sense of relief was expe-

rienced by the street operators, which has been since gradually assuming more encouraging form. On Saturday, there were apprehensions expressed of a very adverse bank statement, and the Stock market was consequently disturbed and feverish. On Monday, the bank statement was formally given to the

705 from customs duties; payments, \$18,765,711; balance at the close of the week, \$102,688,189, against \$96,367,977 at the close of the preceding week. The business of the Office during the opening day of the current week, was as follows: Receipts, \$5,489,712, and payments, \$4,845,819. The balance at the close of business on Tuesday morning stood at \$108,282,070, against \$96,629,159 a week ago.

Government revenues were on a moderate scale, during the week. Excises yielded, \$3,612,683, against \$4,054,876 the preceding week; customs at the port of New York, \$1,624,705, and at the outports, at least \$540,000 (in coin) more, making the grand total income for the week equal to about \$6,624,000 in currency, against disbursements of \$5,610,395 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about \$144,000,000, or an average of over six and a half millions a week.

Gold was sold down to 137½ last week, partly on account of real holders, and partly on account of the *short* speculative interest, who insisted that Government was marketing, or was about to market considerable portions of its coin reserve, now exceeding ninety-three millions, including \$22,000,000 on deposit. Since the extreme depression of Friday and Saturday, there has been a steady appreciation of the premium until Tuesday, when there was a very sharp rise to 144, partly the result of purchases made to cover the extensive volume of *short* contracts put out early in the week, and partly owing to the circulation of rumors of a threatening political nature, involving our Government in difficulty with France on the Mexican question, and with Great Britain on the subject of Fenian invasions of Canada, and the presence of American Fenians in Ireland. The costly cypher dispatch mentioned by the daily papers as having been transmitted by the Atlantic Cable to one of our Ministers abroad, was ominously hinted at as suggestive of the warlike tendency of our diplomatic negotiations abroad. It mattered little to the *bulls* of the Gold Room whether the rumors thus industriously circulated by them were or were not well-founded. The rumors served their purpose for a while most efficiently. Late in the afternoon, the impression became general that the rumors were false, or gross exaggerations, and the gold speculation suffered a sudden depression of full two per cent., the closing figures having been 141¾@142. The demand was mainly speculative, though there was a slight improvement in exchange and customs inquiry. There was nothing of moment doing for export. The total imports of specie from Europe, and other ports since January 1, have been \$9,178,783. The customs demand for Gold last week, averaged \$270,784 a day; thus far, this week, it has been equal to \$315,000 a day, or equal to a weekly aggregate of \$1,200,000. The arrivals of specie from Europe, Havana and other foreign ports, last week, reached \$77,785, and from California, there were none. The total customs revenue of the Government, in coin, at this port, since Jan. 1, has been \$128,253,838, against \$98,061,818 same time last year. The total receipts of California gold at this port since Jan. 1, have been \$88,297,350, against \$18,162,107 same time last year, showing an increase, in 1866,

of \$20,135,248. The exports of specie from this port, last week, were \$781,685, making the total outflow of specie from the port, since Jan. 1, \$57,981,877, against \$27,218,619 same time last year, \$44,023,130 same time in 1864, and \$67,088,091 same time in 1859. Government disbursed last week through the U. S. Sub-Treasury here, on account of the November coin interest on the public debt, chiefly on the Five-Twenty Loan, \$1,080,300, making the total coin interest disbursements through the Government office, since Jan. 1, 1866, \$46,745,016, against \$36,650,327 same time last year. The specie exports from San Francisco from Jan. 1, to Oct. 19, reached \$37,286,939, against \$36,816,896 same time last year.

There has been a more active inquiry for prime foreign exchange drafts, rates on which have been advanced ½ of one per cent., the market closing less buoyantly, in view of the renewed foreign demand for American bonds and produce, which was likely to add to the available supply of bills, especially on London. Bankers' 60 day bills on

London closed at 109½@109½, and on Paris to 5.17½@5.13¾; sight bills on London to 110@110½; and on Paris to 5.13½@5.11½. The offerings of produce bills are more fair this week, representing largely direct exports of cotton from Southern ports. The week's exports of domestic produce and miscellaneous goods have been to the currency value of \$3,466,611. The exports since January 1, have been to the value of \$171,903,037.

Government securities suffered a slight depression early in the week under review, in sympathy chiefly with the severe decline in gold, but at the reduced rates, the offerings were limited, and the investment demand was good. The lower prices brought into the market fresh buyers, on home and foreign account, and the increased purchases made by them led to a rally of 1½@2 per cent. from the inside quotations of the week. It has been remarked by the daily journals that the only really stable values through the panic and excitement of the past week were those of the interest-bearing Treasury obligations which held their own in the open market with remarkable sturdiness, in the face of every adverse influence. The coin-bearing bonds yielded barely sufficient to tempt buyers to purchase, with renewed avidity, either for home investment or for export. The six per cents of 1881 could not be had in any considerable sums at the ruling figures, though the outstanding amount of this form of the funded debt is over two hundred and eighty-three million dollars. The several Five-twentieths issues fluctuated just enough to develop a fresh demand for them, as the most secure, reasonable and remunerative form of investment available. The original issue of 1862 fell twice to 107½@107¾, rallying speedily in each instance one to one and a quarter per cent., under the execution of important foreign orders for them, most of which orders came by telegraph from London, where these bonds have become quite scarce again, and whence orders are constantly being received, either from bankers needing the bonds in the legitimate course of trade, or from parties who have made *short* sales, and who resort to this market to cover their contracts advantageously. This special issue of the Five-twentieths closed firmly on a very limited supply and a good investment in-

quiry. Of the later series of the Five-twentieths, the most popular has been the consolidated issue of 1865, (interest payable January and July,) which home buyers have been purchasing freely, induced to do so in part by their relative cheapness, taking into consideration the currency value of the accrued coin interest (near five months) upon them. This issue is becoming a favorite with insurance and trust companies, and may yet supersede in foreign estimation the issue of 1862, which is now so closely held out of the market for permanent investment. U. S. sixes of 1867 closed on Tuesday at 134½; U. S. sixes of 1868, at 133; U. S. sixes of 1881 113; U. S. Five-twentieths of 1862 at 109@109½, ex-coupon; U. S. Five-twentieths of 1865 at 107½@107¾; U. S. Five-twentieths of 1865, consolidated, 108½@108½; U. S. Ten-forties at 100@100½, and U. S. Seven-thirties at 105½@106. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures:

June, 1864.....	115½	May, 1865 .....	111½
July, 1864.....	115	August, 1865....	110
August, 1864....	114½	September, 1865....	109¾
October, 1864....	113½	October, 1865....	109½
December, 1864..	112½		

In the railway-and miscellaneous share line, the worst sales of the week were those of last Friday, made under influences referred to in our opening paragraph. Everybody was a seller on that day, and nobody seemed to have a particle of faith in the elasticity of the market. Saturday was also a blue day. Monday was characterized by a renewed disposition on nearly all sides to purchase, and this was still more manifest early on Tuesday, leading to an improvement in prices. Toward the close, however, the market became less active and decidedly feverish, under adverse political rumors, of which the *bears* were making diligent use. This element of weakness may be presently eliminated, and a fresh upward movement inaugurated, in view of the growing ease in money.

Produce and merchandise have been, on the whole, in very moderate request, though Bread-stuffs, Provisions, and Cotton closed with more animation and buoyancy. Middling Cotton left off at 34½@37 cents per lb., on a fair export inquiry. The stock of cotton now here is estimated at about 135,000 bales. The receipts at the port this week, have averaged over 4,500 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 146,000 bales, against exports of 59,000 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 331,000 bales against 575,000 bales same time last year; exports, 231,000 bales, against 279,000 bales same time last year, estimated stock at latest dates, 356,000 bales, against 410,000 bales same time last year. Foreign merchandise has been extremely dull and much depressed in price, generally. The total imports of foreign dry goods, last week, were \$1,694,768, and the total amount marketed \$1,178,782. The value of foreign merchandise imported last week, was \$2,840,324—making the grand total specie value of last week's imports of dry goods and merchandise, \$4,585,092, and since January 1, \$273,038,191, against \$183,605,475 same time last year. The freight market is more active and quoted firm with 516 vessels of all classes in port.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Nov. 13.	Nov. 20.	Nov. 27.
Consols.....	—@89 $\frac{3}{4}$	90 $\frac{1}{4}$	89 $\frac{1}{4}$
U. S. 5-20's.....	—@69 $\frac{1}{2}$	70 $\frac{1}{2}$	70 $\frac{1}{2}$
Erie.....	—@51 $\frac{1}{4}$	50	47
Ill. Central.....	—@78	78	77 $\frac{1}{2}$

The New York exports, exclusive of specie, for the week ending Nov. 27, and since the beginning of the year, compare as follows:

	1865.	1866.
For the week.....	\$5,022,750	\$3,466,611
Prev. reported.....	151,942,898	168,436,426

Since January 1..... \$156,965,648 \$171,903,087

The New York imports for the week compare as follows:

	1865.	1866.
Dry goods.....	\$2,316,720	\$1,694,768
Gen. merchandise.....	3,491,005	2,840,324
Total for the week.....	\$5,807,725	\$4,535,092
Prev. reported.....	177,797,750	268,503,099

Since January 1..... \$183,605,475 \$273,038,191

The balance in the Sub-Treasury on Tuesday was \$108,912,034 62.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—N. Y. State 5s, 1874, 98; do., 7s, Bounty Loan, reg., 107; do., 6s, 1883, 95 $\frac{1}{2}$ ; Ohio 6s, 1881, 100; Brooklyn 6s, W. L., 98 $\frac{1}{2}$ ; Toledo, Wabash and Western Equipment bonds, 68; Central R. R. of New Jersey, 2d mort., 100 $\frac{1}{2}$ ; Chicago, Rock Island and Pacific 1st mort., 7s, 92; New York and New Haven, 117; Stonington, 105; Hannibal and St. Joseph, 60; Indianapolis and Cincinnati 87; Wilkesbarre Coal, 68; Boston Water Power Co., 30 $\frac{1}{2}$ ; Mariposa pref., 26 $\frac{1}{2}$ ; South Am. Nav. and Marine R. R. Co., 110 $\frac{1}{2}$ ; Adams' Exp., 77; American Express, 79; U. S. Exp., 80; Western Union Tel., 47 $\frac{1}{2}$ ; do., Russian Extension, 96 $\frac{1}{2}$ ; Nassau Bank, 106; 4th National Bank, 109; Union Bank, 122; Am. Ex. Bank, 114; Manhattan Bank, 135; Gallatin National Bank, 108; Mechanics Bank, 120; Hanover Bank, 110; Ocean Bank, 102; Central Bank, 112; Bank State of New York, 109; Alpine Gold, 1.15; American Flag, 1.80; Benton, 1.25; Burroughs, 0.35; Consol. Gregory, 10.25; Croydon, 3.20; Columbian, Gold and Silver, 1.25; Downieville, 0.17; Davidson Copper, 1.05; Echla, 3.10; Fall River, 0.70; Gunnell, 1.00; Holman, 0.27; Hope, 1.25; Iron Tank, Storage, 63 $\frac{1}{2}$ ; Keystone Silver, 0.09; Kipp and Buell, 1.15; Liebig, 0.60; Long Island Peat, 3.95; La Crosse, 1.50; Liberty, 0.16; Nye, 0.12; New York, 1.75; Oak Hill, 0.87; People's G. and S., 1.45; Quartz Hill, 3.80; Rocky Mountain, 3.30; Smith and Parmalee, 7.87; Vandenburg, 0.77; Walkill Lead, 1.50; Wallace Nickel, 3.10; United States Pet., 4.80; Bennehoff Run, 5.15; Clinton, 1.70; Buchanan Farm, 0.25; Pit Hole Creek, 1.25; Rind Farm, 0.25.

Philadelphia.—Belvidere Delaware bonds, 85; West Jersey bonds, 88; Phila. and Trenton 6s, 98 $\frac{1}{2}$ ; Warren and Franklin 7s, 84; Camden and Atlantic 2d mort., 71@73 $\frac{1}{2}$ ; New Jersey 6s, old, 101 $\frac{1}{2}$ ; Camden city bonds, 92; Camden and Amboy scrip., 51; Germantown Passenger R. R., 32 $\frac{1}{2}$ ; 18th and 15th street, 20; St. Nicholas Coal, 1 $\frac{1}{4}$ ; Fulton Coal, 5 $\frac{1}{4}$ ; Butler Coal, 20; Keystone Zinc, 1; Farmers' and Mech. Bank, 134; Me-

chanics Bank, 32; 1st National Bank, 189 $\frac{1}{2}$ ; Manuf. Bank, 32; Corn Ex. Bank, 68 $\frac{1}{2}$ ; Commercial Bank, 56; Union Bank, 68; Egbert Oil, 1 $\frac{1}{4}$ ; Dalzell, 5%; Royal Petroleum, 1 $\frac{1}{4}$ ; Caldwell, 1 $\frac{1}{2}$ ; Ocean, 4 $\frac{1}{4}$ ; Maple Soade, 2 $\frac{1}{4}$ . The latest quotations are: City 6s, 99 $\frac{1}{2}$ @99 $\frac{1}{4}$ ; do., new, 102 $\frac{1}{4}$ @102 $\frac{1}{8}$ ; State 5s, 98 $\frac{1}{2}$ @97; do., coupon, 97@97 $\frac{1}{4}$ ; do., 6s, W. L., 103@103 $\frac{1}{4}$ ; Phila., Wil. and Balt., 58; Reading, 56 $\frac{1}{2}$ @56 $\frac{1}{2}$ ; do., 6s, 1870, 95@96; do., bonds, 98@94; do., con., 113@117; Camden and Amboy, 180 $\frac{1}{4}$ @130 $\frac{1}{4}$ ; Penn. R. R., 54 $\frac{1}{2}$ @54 $\frac{1}{2}$ ; do., 1st mort., 102 $\frac{1}{4}$ @103; do., 2d mort., 97@98; Little Schuylkill R. R., 33 $\frac{1}{2}$ @36; Morris Canal, 85 $\frac{1}{4}$ @86 $\frac{1}{2}$ ; do., pref., 124@124; do., bonds, 90@95; Wyoming Valley Canal, 54 $\frac{1}{2}$ @55 $\frac{1}{2}$ ; do., 6s, 86@90; Susquehanna Canal, 14 $\frac{1}{4}$ @15; do., 6s, 66@66 $\frac{1}{2}$ ; Sch. Nav., 26 $\frac{1}{2}$ @27; do., pref., 35 $\frac{1}{2}$ @35 $\frac{1}{4}$ ; do., 6s, 1882, 83 $\frac{1}{4}$ @84; Union Canal bonds, 20@23; Delaware Div. Canal, 56 $\frac{1}{4}$ @57; do., bonds, 90@95; Elmira and Williamsport, 28@30; do., pref., 44@44 $\frac{1}{2}$ ; do., 7s, 1873, 95@100; do., 5s, 66@67; Lehigh Coal and Navigation, 59@59 $\frac{1}{2}$ ; do., bonds, 1884, 92@93; North Pennsylvania, 35@38; do., 6s, 92 $\frac{1}{2}$ @93; Philadelphia and Erie, 32@32 $\frac{1}{2}$ ; do., 6s, 91 $\frac{1}{2}$ @98; Minehill, 58 $\frac{1}{4}$ @59; Catawissa, —@—; do., pref., 28 $\frac{1}{4}$ @28 $\frac{1}{2}$ ; Lehigh Valley, 67@67 $\frac{1}{2}$ ; do., bonds, 96@97 $\frac{1}{2}$ ; Fifth and Sixth streets, (horse,) —@45; Second and Third, 90@91; West Philadelphia, 75@76; Spruce and Pine, 34@37; Green and Coates, 22@—; Chestnut and Walnut, 53@55; Thirteenth and Fifteenth, 20@20 $\frac{1}{4}$ ; Girard College, 25@29; Tenth and Eleventh, 60@70; Union, 38@42; Hestonville, 14@14 $\frac{1}{4}$ .

Boston.—Ogdensburg 1st mort., 100; Boston and Lowell 6s, 1879, 99 $\frac{1}{2}$ ; Old Colony and Fall River 6s, 1869, 98 $\frac{1}{4}$ ; Vermont Central and Vermont and Canada Chattel 8s, 1876, 103 $\frac{1}{2}$ ; N. Y. and Boston Air Line 6s, 38; Rutland and Burlington 1st mort., 123; Boston, Hartford and Erie 7s, 48; Vermont Central 1st mort., 119; Boston, Concord and Montreal 6s, 97; Central Pacific 1st mort., 1895, gold, 95 $\frac{1}{2}$ ; Ogdensburg and Lake Champlain, 76; do., pref., 108 $\frac{1}{2}$ ; Sandusky, Dayton and Cincinnati, (old stock,) 18 $\frac{1}{4}$ ; do., 6s, 1900, 75 $\frac{1}{4}$ ; Cary Imp. Co., 13; Waverly Land, 2 $\frac{1}{2}$ ; Boston Water Power Co., 30; East Boston Co., 14; Massachusetts and Oil Creek, 0.14; Indian Spring, 0.18; Crescent, 0.15; Central Petroleum, 1.75; Pepper Well Pet., 0.90; Montezuma Gold, 1.50; Caledonia Gold, 0.36; Croydon Gold, 3.25; Ophir Gold, 2.70; Tudor Lead, 2.70; Saba Sulphur, 60; Vermont Iron, 0.25; Short Mt. Coal, 13; Summit Branch Coal, 7 $\frac{1}{2}$ ; Lackawanna Coal, 6; Mt. Pleasant Coal, 22; Adams' Exp. Co., 76; Massachusetts 5s, 1894, gold, 100 $\frac{1}{4}$ ; do., 6s, 1872@1875, gold, 111; Rhode Island 6s, 1883, 99 $\frac{1}{2}$ ; New Hampshire 6s, 1869, 99; Vermont 6s, 100; Boston 5s, 1869, gold, 118 $\frac{1}{4}$ ; Bath 6s, 1891, 94 $\frac{1}{2}$ ; Portland 6s, 1870@1877, 97 $\frac{1}{2}$ ; Albany 6s, 1890, 96; Chicago 7s, 1890, Water Loan, 100; Boston Gas Light, 765; East Boston Gas, 30; 1st National Bank, 151; Hide and Leather Bank, 141 $\frac{1}{4}$ ; Suffolk Bank, 116; Traders' Bank, 100 $\frac{1}{4}$ ; Market Bank, 109 $\frac{1}{4}$ ; Fannel Hall Bank, 126 $\frac{1}{4}$ ; Blackstone Bank, 127 $\frac{1}{4}$ ; Merchants' Bank, 118 $\frac{1}{4}$ ; Globe Bank, 130 $\frac{1}{4}$ ; Pawners' Bank, 100 $\frac{1}{4}$ ; Bank of Redemption, 110 $\frac{1}{2}$ ; Atlantic Bank, 120; Old Boston Bank, 67 $\frac{1}{4}$ ; Eagle Bank, 117 $\frac{1}{4}$ ; Union Bank, 123; Eliot Bank, 119 $\frac{1}{4}$ ; Washington Bank, 121; Revere Bank, 131 $\frac{1}{4}$ ; Freemans' Bank,

120 $\frac{1}{2}$ ; Bank of Commerce, 118; Shoe and Leather Dealers' Bank, 135 $\frac{1}{4}$ ; Everett Bank, 101 $\frac{1}{4}$ ; Albany and Boston Mining Co., 6; Bay State, 10 $\frac{1}{4}$ ; Eagle River, 4 $\frac{1}{4}$ ; Hancock, 12 $\frac{1}{4}$ ; Humboldt, 2 $\frac{1}{2}$ ; Petherick, 3 $\frac{1}{2}$ ; Superior, 3; Seneca, 5; St. Clair, 7 $\frac{1}{2}$ ; St. Mary's, 1 $\frac{1}{2}$ .

Baltimore.—Virginia 6s reg., 36 $\frac{1}{2}$ ; Maryland 6s, 1870, 101 $\frac{1}{2}$ ; Marietta and Cincinnati bonds, 86; Parkersburg R. R., 70; Liberty Copper Co., 1; Santa Clara, 8; Bare Hill, 0.60; Mechanics' Bank, 18 $\frac{1}{2}$ ; 3d National Bank, 101. The latest quotations are: Balt. and Ohio, 112@112 $\frac{1}{4}$ ; do., 6s, 1867, 100@100 $\frac{1}{2}$ ; do., 1875, 98@100; do., 1880, 98@99; do., 1885, 96 $\frac{1}{2}$ @98 $\frac{1}{2}$ ; Northern Central, 48@49; do., bonds, 1885, 87@88 $\frac{1}{2}$ ; N. W. Va. 1st mort., 1873, 95@97; do., 2d mort., 96@96; do., 3d mort., 17@17 $\frac{1}{2}$ ; Marietta and Cincinnati 7s, 1891, 85 $\frac{1}{2}$ @87; Central Ohio, 22@22 $\frac{1}{2}$ ; do., 1st mort., 89@90; Western Md. bonds, 75@75; do., guar., 96@96; Maryland 6s, coupon, 1870, 101@102; do., Ins., 101@102; do., 1890, 100@102; Baltimore 6s, 1870, 97@98; do., 1878, 95@97 $\frac{1}{4}$ ; do., 1875, 97@97 $\frac{1}{4}$ ; do., 1886, 98@98 $\frac{1}{4}$ ; do., 1890, 98@99; do., coupon, 100@100; Park, do., 97 $\frac{1}{2}$ @97 $\frac{1}{4}$ ; do., 1892, 98@99; do., 5s, 1888-70, 83@83; City Passenger R. R., 17 $\frac{1}{2}$ @18 $\frac{1}{4}$ ; Canton Co., 34@50; Gardner, 0.60@0.70; Am. Gas Coal, 0.95@0.95; Maryland, 0.10@0.15; North State, 0.10@0.15; Springfield, 0.05@0.11; George's Creek, 105@110; Santa Clara, 3@7; Balt. Chrome, 0.35@0.45; Bare Hill, 0.50@0.75; Atlantic Coal, 0.70@0.88; Mineral Hill, 0.45@0.45; Baltimore Coal, 150@190.

#### Central Ohio Railroad.

At a meeting of the stockholders of this company, held at Zanesville, Ohio, on the 21st ult., a contract was approved by the terms of which the Central was leased to the Baltimore and Ohio Co. for twenty years, either party reserving the right to terminate the lease at the end of five years. The Baltimore and Ohio Company assume control on the 1st inst., and will at once proceed to put the road in complete repair, besides greatly increasing the motive power and rolling stock. The terms of the contract are understood to be that the Central Ohio is to have 35 per cent. of the gross earnings during the first five years, and 40 per cent. thereafter during the continuance of the contract.

#### McGregor Western Railway.

The extension of the McGregor Western Railway in Iowa to Cresco, a station in Howard County, 66 miles from the Mississippi river, was celebrated on the 20th ult. We learn that arrangements are being perfected, by which the road will be extended by the autumn of 1867, from Cresco to Owatona, on the Minnesota Central railroad, a distance of about eighty miles. The road is already completed from Owatona to St. Paul. Milwaukee will then have a line of railway through the heart of Minnesota, extending to its capital, and which will drain the finest agricultural region in that great State.

During the last week the Senate Committee on Railroads have made a patient and thorough examination of the different projects, hearing the inventors or their agents in explanation or defense of each. The plans not deemed absolutely chimerical have all been gone through with, and the Committee has adjourned until the 12th of December, for further deliberation.

<b>Railroad Earnings--Weekly.</b>	
The earnings of the Grand Trunk Railway of Canada for the week ending Nov. 17th, 1866, were .....	\$143,068 00
Corresponding week of previous year .....	140,489 00
Increase .....	\$2,629 00
The earnings of the Western Union Railroad for the week ending Nov. 21, 1866 .....	\$16,837 89
Corresponding week previous year .....	15,093 79
Increase .....	\$1,744 10
The earnings of the Chicago and Great Eastern Railway for 3d week in Nov. were .....	\$37,388 70
Same period last year .....	26,432 57
Increase in 1866 .....	\$10,951 13
The earnings of the Chicago and Northwestern Railway for the third week in Nov., 1866, were .....	\$225,355 00
Corresponding week of previous year .....	205,394 00
Increase .....	\$19,961 00
The earnings of the Michigan Southern and Northern Indiana Road for the 3d week in Nov. 1866, were .....	\$99,482 00
Corresponding week of 1865 .....	114,278 00
Decrease .....	\$14,796 00
The earnings of the Detroit and Milwaukee Railroad for the week ending Nov. 15th, 1866, were .....	\$89,854 00
Corresponding week of 1865 .....	40,362 00
Decrease .....	\$508 00
The earnings of the Michigan Central Railroad for the 3d week in Nov., 1866, were .....	\$85,614 42
Corresponding week of previous year .....	106,290 88
Decrease .....	\$20,176 26
The earnings of the Chicago and Rock Island Railroad for the 3d week in Nov., 1866, were .....	\$79,864 00
Corresponding week of previous year .....	88,096 00
Increase .....	\$8,232 00
The earnings of the Toledo, Wabash and Western Railroad for the 3d week of Nov., 1866, were .....	\$87,281 46
Same week in 1865 .....	78,857 49
Increase .....	\$8,423 97
<b>Government Appropriations.</b>	
The following items of appropriations have just been officially compiled from the acts passed at the last session of Congress :	
Pensions .....	\$17,940,000 00
Deficiencies for sundry civil expenses .....	4,904,514 46
Naval service (for the year ending June 30, 1867.) .....	18,904,667 50
Post Office Department (for the year ending June 30, 1867.) .....	19,679,500 00
Military Academy (for the year ending June 30, 1867.) .....	301,457 00
Fortifications and other works of defence .....	1,540,000 00
Completion of Public Works .....	3,698,047 91
Army (for the year ending June 30, 1867) .....	38,004,241 83
Legislative, Executive and Judicial expenses .....	25,430,459 89
Consular and diplomatic expenses .....	1,405,494 00
Indian department .....	3,778,535 45
Sundry civil expenses (for the year ending June 30, 1867.) .....	7,074,126 76
Deficiencies (for the year ending June 30, 1867.) .....	515,100 76
Miscellaneous .....	12,705,635 60
Total .....	\$155,881,781 16

<b>Commerce of New York.</b>	
The foreign imports at New York for the month of October are officially stated as follows:	
1865. 1866.	
Entered for consumpt'n. \$16,357,232	\$18,812,206
Entered for warehousing 5,908,993	8,118,869
Free goods .....	795,508 1,471,951
Specie and bullion .....	77,942 1,434,158
Total entered at port ...	\$23,184,675 \$24,832,184
Withdrawn fr. warehouse 4,699,328	8,789,888
The foreign imports at New York for ten months from January 1st, were:	
1865. 1866.	
Entered for consumpt'n. \$97,310,788	\$144,665,021
Do. for warehousing 64,050,528	101,782,061
Free goods .....	8,837,652 11,180,054
Specie and bullion .....	1,759,701 8,422,999
Total entered at port ..	\$171,458,669 \$266,050,135
Withdrawn fr. wareh'se 72,642,299	89,489,721
The duties received at New York from Jan. 1st, were:	
1865. 1866.	
1st quarter ... \$14,415,083 83	\$35,618,902 52
2d quarter ... 22,280,498 24	31,929,287 26
3d quarter ... 35,821,581 79	36,105,092 08
In October ... 10,973,513 01	11,002,048 08
Total from Jan. 1. \$83,490,671 87	\$114,655,329 94
The exports from New York to foreign ports in the month of October, were:	
1865. 1866.	
Domestic produce ... \$20,986,936	\$14,593,664
Foreign mdse., free ... 33,235	32,061
Do. dutiable ... 252,072	186,108
Specie and bullion .....	2,516,226 1,463,450
Total exports ...	\$23,788,469 \$16,275,283
Do. exclusive of specie. 21,272,243	14,811,883
The exports from New York to foreign ports for ten months from January 1st, were:	
1865. 1866.	
Domestic produce ... \$128,921,293	\$156,186,890
Foreign mdse., free ... 805,415	598,217
Do. dutiable ... 2,998,713	4,146,845
Specie and bullion ... 25,205,342	55,489,740
Total exports ...	\$157,925,763 \$216,421,692
Do. exclusive of specie. 132,720,841	160,931,952
<b>Philadelphia Passenger Railroads.</b>	
The charters granted to the Philadelphia City Passenger Railroads contain a provision that they shall pay into the City Treasury a tax upon their dividends. Some of the companies are required to pay 6 per cent. on all dividends declared; and others 6 per cent. whenever the dividends exceed 6 per cent. per annum upon the capital stock paid in. The following sums have been paid to the City Treasurer during the present year on account of this tax:	
West Philadelphia Railroad Company, tax on dividends of 1866, \$579 84.	
Citizens' Passenger Railroad Company, on dividend of 1865, \$2,750, and on the year 1864, \$2,482 50. Total, \$5,232 50.	
Gray's Ferry Passenger Railroad Company, on dividends since the construction of the road, \$4,286 63.	
Second and Third Streets Road, on dividend of 1865, \$2,731 47; on the years 1861-'2-'3-'4 \$4,997 68. Total, \$7,729 15.	
Green and Coates Streets Road, on the years, 1860, 1862, 1863, 1864 and 1865, \$4,113 87.	
Philadelphia City Passenger Railroad, for the years 1861, 1862, 1863, 1864 and 1865, \$10,761 47.	
Frankford and Southwark Passenger Railroad Company, for the years 1863 and 1864, \$4,813 29.	
Making the total amount paid by the above companies, \$37,033 95.	

**Bridge over the Ohio River at Cincinnati.**

The cost, dimensions, etc., of the Wire Suspension Bridge over the Ohio River between Cincinnati, Ohio, and Covington, Ky., is given at length in the Cincinnati *Gazette*. The following is a recapitulation of the figures:

Estimated total cost.....	\$1,750,000
Expended by old company .....	300,000
Expended by new company .....	1,200,000
Old stock held by city of Covington .....	100,000
Preferred Stock .....	750,000
Old Stock .....	335,000

Length of main strand from centre to centre of towers, 1,057 feet.

Length of each land span, 281 feet.

Total length of bridge, including approaches from Front street in Cincinnati and Second street in Covington, 2,252 feet.

Height of towers from foundation, without turrets, 200 feet.

Height of turrets, 80 feet.

Height of bridge above low water, 100 feet.

Width of bridge in the clear, 36 feet.

Number of cables, 2.

Diameter of cables, 12½ inches.

Amount of wire in the cables, 1,000,000 pounds.

Strength of the structure, 16,800 tons.

Deflection of cables, 88 feet.

Masonry in each tower, 32,000 perches.

Masonry in each anchorage, 13,000 perches.

Masonry, total amount, 90,000 perches.

Towers at base, 86 by 52 feet.

Towers at top, 74 by 40 feet.

Cables, 2.

Strands in each cable, 7.

Wires in each strand, 740.

Wires in cables, total, 10,360.

Weight of wire, 500 tons.

Feet of lumber, 500,000.

The Bridge will be open to pedestrians on the 1st of December.

**\* Chesapeake and Potomac Canal.**

At a meeting of the Corporators of the Chesapeake Bay and Potomac River Tide Water Canal Co., held in Washington on the 22d ult., the Report of S. H. Sweet, Esq., Engineer, was presented and read. From this we learn that the proposed canal from Washington to Annapolis will be but 34 miles instead of 190 by the Potomac and Chesapeake line, a saving of 156 miles, and from 24 to 36 hours to all the markets of the East. It is stated that the cost of transportation from Cumberland to New York will be 25 per cent. less; to Philadelphia 35 less, and to Baltimore 34 less, than if sent by the Baltimore and Ohio railroad.

As contrasted with the cost by the present water lines from Cumberland to the eastern markets, it would cheapen the cost of transportation to New York 10 per cent., to Philadelphia 11 per cent., and to Baltimore 12 per cent.; reducing the cost of coal at New York 54 cents, at Philadelphia 50 cents, and at Baltimore 48 cents. To the local trade of the District of Columbia the advantages are stated to be equally important. From Washington the cost of transportation would be 13 per cent. less to New York, 26 per cent. less to Philadelphia, 38 per cent. less to Havre-de-Grace, and 40 per cent. less to Baltimore than if sent via the Potomac river, Chesapeake bay and inland canal route. The size of the canal and locks are to be of the same dimensions as those of the Delaware and Raritan canal, thus admitting the largest class of boats trading with New York and Philadelphia without transhipment, and of a capacity to pass vessels of 270 tons burden. It is estimated that the canal can be constructed for \$3,850,000.

The surveys were commenced March 14th, and the field work completed about the middle of June, 1866. During this time over 100 miles were carefully examined with the transit, and level, and 50 miles of reconnaissance made with the level only. The examinations were first directed toward the finding of a feasible route for a tide-water canal, and failing in this, to obtain the most practicable route for an elevated or lock canal. The surveys for a tide-water canal were abandoned as impracticable after trial of four routes, the most favorable of which showed an elevation of 80 feet above mean tide at the highest point between the two cities. The examinations were then directed to a lock canal, and the most practical route for the same was found, having two feasible termini (from the Big Patuxent) on Chesapeake bay; one on South river, and the other on the Severn, at Round bay.

The South River line commences at the Anacostia or Eastern Branch Potomac, three quarters of a mile from Bladensburg, and about  $4\frac{1}{4}$  miles from Washington. It follows up the Paint branch about seven miles, with a uniform grade of ten feet to a mile; thence up the Beaver Dam branch about four miles, with a grade of  $13\frac{1}{2}$  feet, crossing the summit 156 feet above tide, upon the land of Luther D. Jones, Esq. It then follows down Cass Valley about two miles, on a grade of 32 feet per mile, reaching an elevation of 90 feet above tide on the land of Dr. William Duvall. The line then follows along the western bank of the Big Patuxent valley, at an elevation of about 95 feet above tide, for  $2\frac{1}{2}$  miles, crossing the Horse Pen Branch, the valley of which is 50 feet above tide. The line crosses the Big Patuxent at Priest's Bridge, one half mile below the junction of the Little with the Big Patuxent.

The surface of water of the latter stream was found 25 feet above tide. From the Patuxent the line passes up Sanford's branch about 2 miles, with a grade of 22 feet per mile, and crosses the summit, between the Patuxent and South rivers, 165 feet above tide. From this summit the line follows down North Run branch 3 miles, to South river at Clagett's landing; thence down South river 4-4.5 miles; thence across the ridge  $1\frac{1}{2}$  miles to Annapolis bay. The summit of this ridge is 50 feet above tide. The total distance, by this line, from Washington to Annapolis, is 34 11-20 miles,  $25\frac{1}{2}$  of which is canal.

The Round Bay Terminus line commences three-quarters of a mile west of the Big Patuxent, on the line described above, and this stream is crossed above the forks. The surface of water in the creek is forty-eight feet above tide, and the summit, between the Little and Big Patuxents, 165 feet above tide, on the land of Charles T. Bealmer, Esq. From the summit the line approaches the Little Patuxent on a grade of 60 feet per mile, and crosses this stream near "White's Mill," the surface of water being 48 feet above tide. The line then follows up "Tower's branch," reaching the summit, between the water sheds of South and Severn rivers, on the land of L. W. Wharfield,  $132\frac{1}{2}$  feet above tide. From this summit two lines are presented; one to the Severn and the other to South river; the latter, from reconnaissance, found one mile shorter, and the grade as favorable.

The summit between the South and Severn

rivers is found, on this line, at an elevation of 100 feet above tide; thence, crossing the Elk Ridge railroad 100 feet above tide, passes down Indian creek, on a grade of about  $23\frac{1}{2}$  feet per mile, to Round bay, on the Severn, 7 miles from Annapolis. The length of this line is as follows:

Distance from tide to tide—Potomac to Severn river—total of canal .....	$25\frac{1}{2}$ miles.
Distance from Eastern branch, Potomac, to Washington .....	$4\frac{1}{4}$ "
Distance used of Severn river, from terminus to Annapolis .....	7 "
Total distance from Washington to Annapolis .....	$36\frac{3}{4}$ "

#### The Chicago Stock Yards.

The following statements respecting the Chicago stock yards, illustrating in an interesting manner the rapid growth of the West, come to us from a source which is in every way trustworthy:

Whole area of yards ..... 380 acres.  
Planked over with covered pens ..... 90 "

#### Material used:

22,600,000 feet of lumber.	
1,100 tons of iron.	
35,000 cross ties.	
52,000 spikes.	
534,000 nails.	
24,883 fence posts.	
30,294 feet water pipes.	
315 hydrants.	
65 switches and frogs.	
2,039 gates.	
1,200 cubic yards stone.	
Whole cost .....	\$1,600,000

29 87-100 miles drains or sewers.	
3 27-100 " water troughs.	
6 89-100 " streets and alleys.	
3 69-100 " sheds over hog pens.	
2,445 cattle and hog pens, capable of holding at one time 2,175 car loads of cattle and hogs.	
Hotel for 500 guests.	
Exchange, 60 feet by 130.	
5 hay barns, each for 1,000 tons, holding 5,000 tons hay.	
3 horse stables, with stalls for 240 horses.	
6 corn cribs each for 10,000 bushels, holding 50,000 bushels corn.	
3 water tanks, holding 342,000 gallons water.	
5 weighing scale.	

#### Report of Stock for September, 1866.

Cattle .....	41,883 head.
Hogs .....	64,291 "
Sheep .....	17,306 "
Horses .....	169 "

Total ..... 123,649 "

Net profits for September, 1866 ... \$23,065 09

Fifteen years ago the stock yards of Chicago would hold only 25 car loads of stock, and now hold 2,175 car loads.

#### Railroads in New Jersey.

Notice is given that application will be made to the Legislature for the charter of a railroad from Trenton to a point at or near Flaggtown, in Somerset county. Also for a road from Millstone, running near Hopewell, to Pennington, Mercer county. Either of these roads would open a district of country at present remote from railroad facilities, and afford advantages greatly needed, but it is questionable whether either enterprise would prove remunerative. It is also intimated that efforts will be made this winter to extend the Rocky Hill Railroad to the Delaware river, at a point near Lambertsville. Also that the projected Peapack road will be extended so as to connect with the Delaware and Lackawanna road. We also learn that the Central Railroad Company of

New Jersey intend making application to the next Legislature for authority to built a road to Newark.

#### Interesting to Holders of Seven-thirty Notes.

The rapid conversion at the Treasury Department of seven-thirty notes into five twenty bonds is attended with many difficulties on account of the number of lost or stolen seven-thirty notes sent to the Department. Banks and persons dealing in seven-thirties should remember that although all the coupon bonds of the government are issued payable to bearer, so that they will pass by delivering, and are good though lost or stolen when in the hands of a *bona fide* holder, the case is different with the seven-thirties, which are issued in blank, but with the words "order" instead of "or bearer" imprinted on the face. As long as a seven-thirty note remains thus in blank it passes by delivery like a coupon bond; and a *bona fide* purchaser for value can collect the same notwithstanding it has been lost or stolen. But in case the holder of the seven-thirty fills the blank space with his name, the note then becomes his property payable to him or his order, and he cannot thereafter be deprived of his title by any law or larceny of the note any more than the holder of a check or draft payable to his order; and this is the law, notwithstanding his name may have been so skilfully extracted by acid or otherwise as to leave no trace of the name. If the holder of the note can prove clearly that his name was once written upon the face of the seven-thirty his title is good notwithstanding the erasure, and even against a *bona fide* holder for value received, and will be recognized by the Treasury Department, and upon proof the note will be paid to him. All persons dealing in government securities ought carefully to bear in mind the foregoing peculiarity of seven-thirty notes which may as stated become converted into negotiable securities, payable only to order, which cannot be the case with any of the coupon bonds of the government.

#### Richmond, Fredericksburg and Potomac Railroad.

The income of this company from transportation during the year ending September 30, 1865, was \$402,717 28, and from rents of real estate \$1,015 85, or, in the aggregate, \$404,733 18. This amount exceeds by \$104,277 04, or nearly thirty-five per cent., the greatest income ever received during any year preceding the war, and by over 53 per cent. the average income of the five years from September, 1856, to September, 1860. The aggregate indebtedness of the company is \$215,541 88, not including the \$100,000 eight per cent. bonds issued July, 1865, which are preferred, in accordance with the terms of the loan, above all other kinds of indebtedness. The machinery and equipment of the company, much of which is new, is in good condition.

The New Albany, Ind., *Commercial* states that there is every prospect of the speedy commencement of work on the Cincinnati, Madison and New Albany Railroad. This company was organized, the route surveyed, and profile and estimates made more than a year ago. The proposed road begins at Lawrenceburg (connecting with the Indianapolis and Cincinnati Railroad), and follows the north bank of the Ohio River through Aurora, Rising Sun, Patriot, Vevay, Madison, Jeffersonville, and terminates at New Albany.

**Manhattan Railway.**

Articles of association have been filed in the office of the Secretary of State at Albany, incorporating the "Manhattan Railway Company." The places from and to which the road is intended to be constructed are the South Ferry and the southerly bank of the Harlem River, near the Croton Aqueduct High Bridge.

The following persons compose the company: Geo. Griswold, Joel Wolfe, Henry A. Smythe, James B. Johnston, W. W. Gilbert, Henry F. Vail, Robert L. Kennedy, Wm. B. Duncan, Geo. A. Thorne, Robt. B. Earle, Wm. Smith, John Thompson, Wm. R. Finch, Thos. Reed, John F. Winslow, John A. Griswold, John P. Yelverton, Asa P. Robinson, Hugh B. Wilson, George L. Morris, E. A. Searle, Chas. F. Munson, John Sedgwick, R. W. Cameron, John N. Hayward, Wm. Fullerton, Wm. Marshall, John V. L. Pruyne.

The said road is intended to be wholly within the county of New York, and from the Battery northward to Sixty-fourth street it is intended to be made and located in a tunnel under and beneath the surface of Broadway.

It is also intended to make two branches from the main line of the said road at the most convenient place or places for such branch roads between the South Ferry and the Harlem River. One branch to terminate at or near the Hudson River Railroad, and the other branch to terminate at or near the New York and Harlem Railroad.

The whole length of the road, as near as may be, is twelve miles.

The amount of capital stock is fixed at \$10,000,000, to be divided into one hundred thousand shares of one hundred dollars each.

**[F]** The Corinth (Miss.) *News* states that a contract has been completed for building a railroad from Corinth to Hamburg, on the Tennessee River, a distance of about twenty miles. Cars are to be put on the road in eight months. The railroad from Hamburg to Nashville has been let, and laborers will soon be at work on it. From Hamburg the road passes Mount Pleasant, and will intersect the Decatur and Nashville road at Columbia. This road, when completed, will greatly shorten the distance between Nashville and Memphis. By this route it will be about two hundred and twenty miles. The present traveled route via Decatur is three hundred and ten miles.

**[F]** The engineer corps of the Baltimore and Ohio Railroad have completed their survey of the contemplated route for the Valley Railroad. The route was found entirely feasible, and there will be no difficulty in establishing the terminus at Salem, as proposed by the charter.

**[F]** The indebtedness of the Territory of Arizona is stated to be \$17,087 13, about two-thirds of which was created for printing and salaries. The whole amount received for taxes was \$1,155 06, or \$778 94 less than the expenses of the Territorial Treasurer's office.

**[F]** Another railroad is projected in North Carolina, called the Tarborough and Williams-town. Considerable subscriptions have already been made, and the North Carolina papers judge from the spirit manifested, that the road will undoubtedly be built.

**Middle Creek Railroad.**

The Chief Engineer, F. C. Arms, has just completed the preliminary surveys for this road to Northumberland, Sunbury and the Treverton Bridge. The distance from Lewiston to Sunbury will not exceed forty-seven miles, connecting the Pennsylvania and Mifflin and Central Railroads with four roads at Sunbury, viz.: the Northern Central, Philadelphia and Erie, Shamokin Valley, and (virtually) the Lackawanna and Bloomsburg.

**Interest and Dividends.**

The West Jersey Railroad Company have declared a semi-annual dividend of four per cent., free of tax, payable November 30.

The Rockport Railroad Company has declared a semi-annual dividend of 5 per cent.

The Little Miami Railroad Company have declared a dividend of two dollars per share, exclusive of the income tax, payable December 20.

**[F]** The Governor of Oregon has addressed a special message to the Legislature, recommending legislation to provide for the construction of a railroad through the Willamet Valley, and by way of Oakland, Roseburg, Jacksonville and Yreka, to and connecting with the Central Pacific Railroad in California—thus putting the capital of Oregon in direct communication with San Francisco. A company is ready to build the road if the Legislature will help them.

**[F]** The new railroad from the head of the canal, two miles above Mauch Chunk, to Easton, Pa., will be 48 miles in length. The company have contracted for steel rails, weighing fifty-six pounds per yard. The road will connect at Easton, with the Morris and Essex, and also with the New Jersey Central Road for New York, and at Bethlehem with the North Pennsylvania Road for Philadelphia.

**[F]** A West Virginia journal states that the work upon the Laurel Fork and Sand Hill Railroad is progressing at a more favorable rate than could reasonably have been anticipated, and the contractors propose to be ready to surrender the road at a very early day.

**[F]** The Branch of the Boston, Hartford and Erie Railroad, incorporated May 1, 1849, as the Southbridge and Blackstone Railroad, was completed, and commenced its daily running from Southbridge Centre Village to its junction with the above road at East Thompson, November 9, 1866.

**[F]** The total receipts into the Treasury of the State of Illinois during the past year were \$1,850,000; disbursements \$1,874,000. The present debt of the State is \$2,282,000; a reduction of \$410,000 within the year.

**[F]** The San Francisco Central Pacific Railroad will be 54½ miles in length, commencing at Washington, opposite Sacramento, and extending to Benicia. The company was organized on the 29th of September. Capital authorized \$1,500,000.

**[F]** The formal opening of the bridge across the Susquehanna river, on the Philadelphia, Wilmington and Baltimore Railroad, took place at Havre de Grace on the 26th ult.

**[F]** W. O. Winston, Esq., of DeKalb county, Ala., has been elected President of the Wills' Valley Railroad Company.

**[F]** Charles E. Beyers has been appointed Chief Engineer of the Philadelphia and Reading Railroad.

**[F]** P. V. Daniel, Jr., Esq., has been re-elected President of the Richmond, Fredericksburg and Potomac Railroad Company for the ensuing year.

**[F]** Robert F. Stockton, has been chosen President of the Delaware and Raritan Canal.

**KASSON & CO.**

COMMISSION MERCHANTS  
FOR THE SUPPLY OF

Railroad Iron, Locomotives, Cars,  
Chairs, Spikes, and R. R. Material  
OF EVERY DESCRIPTION

No. 58 Beaver St., New York.  
Proprietors KASSON'S LOCOMOTIVE EXPRESS.

CIRCULAR 22.

NOVEMBER 24TH 1866.

**FOR SALE,  
LOCOMOTIVE ENGINES.**

	Gauge.	Weight.	Diam. Cylinder.	Length Stroke.	Diam. Drivers.	No. Drivers.
1 Engine, No. 101	4 8½	25	14	22	54	4
1 "	102	4 8½	22	15	20	54
1 "	103	4 8½	24	18	20	64
1 "	104	4 8½	24	15	20	60
1 "	105	4 8½	22	12	22	60
1 "	106	4 8½	16	11	24	54

No. 101.—Is a first-class Engine, has been thoroughly rebuilt, and will be ready for delivery next month.

No. 102.—Thoroughly overhauled, and put in excellent running condition.

No. 103.—A very serviceable Engine, in good order, cleaned and repainted.

No. 104.—Has new trucks, springs, brasses, crank axle (\$1,050), new jacket, head light, &c., chilled Tyres, copper tubes (130).

No. 105.—This Engine was built by DANFORTH, COOK & CO., and has been by them thoroughly overhauled and rebuilt, and is pronounced by them "in first-rate order." Can be had AT A BARGAIN.

No. 106.—Good for contractor's work.

**All of above will be sold cheap.**

**KASSON & CO.**

N. B. Wanted, all kinds of old and second-hand Locomotives and Cars.

Pacific Mail Steamship Company's

THROUGH LINE TO

**CALIFORNIA,**

And Carrying the U. S. Mail.

VIA PANAMA RAILROAD.

LEAVE PIER NO. 42 NORTH RIVER FOOT OF Canal Street, at 12 o'clock noon, as follows:

Dec. 1st—OCEAN QUEEN, Capt. Jeff Maury, to connect with GOLDEN AGE, Capt. Lapidge.

Dec. 1st—HENRY CHAUNCEY, Capt. A. G. Gray, to connect with GOLDEN CITY, Capt. Watkins.

Dec. 21st—RISING STAR, Capt. T. A. Harris to connect with MONTANA, Capt.

All Departures touch at AGAPULCO; those of 1st and 21st connect at Panama with steamers for SOUTH PACIFIC PORTS, 1st and 11th for CENTRAL AMERICAN PORTS. Those of 1st touch at MANZANILLO.

Departure of 11th each month connects with the new steam line from Panama to Australia and New Zealand.

Steamer of Dec. 11, 1866, will connect with the first steamer of the Company's China Line, leaving San Francisco Jan 1, 1867, for Hong Kong.

100 Pounds Baggage allowed each adult. Medicine and attendance free. For Passage Tickets and all further information apply at the office, on the wharf foot of Canal Street, North River, New York.

S. K. HOLMAN, Agent.

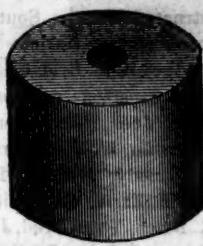
# MANHATTAN RUBBER COMPANY. MURPHY'S PATENT INDIA RUBBER CAR SPRING.



No. 89 Liberty  
Street,  
NEW YORK.



No. 50 Milk  
Street,  
BOSTON.



Horizontal Section.

Vertical Section.

Perspective View.

**A—Rubber of Spring. B—Elastic Fibrous Fabric. C.—Rubber protecting the Fabric.**

The undersigned herewith presents to the attention of Railway Companies an **INDIA RUBBER CAR SPRING**, which is a great improvement upon any one now in use. It possesses all the elasticity required, while it cannot be crushed, fractured or changed in form by any degree of pressure to which it is liable to be subjected. The improvement consists mainly in enclosing the body of the spring by a series of layers or strips of fabric made for the purpose, and possessing a degree of elasticity so as to accommodate themselves to any form the spring may take. These layers or strips, in the process of covering the spring, become charged with the rubber, and form a solid mass not inferior in density to the spring itself. They are covered with a thin coating of rubber, so as to protect them from atmospheric action.

The great merit of this spring is its durability, and the fact that it can be used without any of the protections or aids now required to keep the old spring in position and form. It is complete in itself, and unites, in the highest degree, both elasticity and strength.

We invite Railroad Managers to call at our office, No. 89 LIBERTY STREET, N. Y., or 50 MILK ST., Boston, and examine the spring for themselves.

**TIMOTHY CORNWELL, Treasurer.**

**BORDEN & LOVELL,**  
70 and 71 West Street, New York.  
**GENERAL AGENTS**  
**Borden Mining Company's**  
CUMBERLAND COAL.

Orders from Railroad Companies, Manufacturers and others are respectfully solicited.

**Collins Iron Company,**  
MANUFACTURERS OF  
**CHARCOAL PIG IRON,**  
At MARQUETTE, Michigan.

Numbers one and two are a soft "Gray Iron," strong in the Pig, and when "puddled" for Boiler Plate, Sheet Iron, or Merchant Bar, is equal to Sweden, Russia or Norway Irons.

Number Three, a fine close grain Iron, particularly adapted for "Malleable Castings." Numbers four and five, "Mottled" and "White," when mixed with the "Gray Iron," make superior Car Wheels.

#### TENSILE STRENGTH,

As Compared with other Irons.

FOSTER & WHITNEY, in their Geological Report, published in the United States Senate Documents, Special Session, March, 1851, page 80, say: "To show the comparative strength of this Iron, we give the results of the various experiments of Professor Walter R. Johnson, on the tensile of Bar Iron, from localities both at home and abroad.

Strength per lb  
Square Inch.

Iron from Salisbury, Conn.	58,009
" " Sweden	58,184
" " Center Co., Pa.	59,400
" " McIntyre, Essex Co., N. Y.	59,962
" " England, (Cable Bolt,) E. V.	59,105
" " Lancaster Co., Pa.	58,661
" " Russia	16,069
C. R. Lake Superior	89,582

Extract from Letter of Engineer-in-Chief "MARTIN" to the Secretary of the U. S. Navy.

OFFICE OF ENGINEER-IN-CHIEF, {  
Washington, Sept. 12, 1855. {

\* \* \* \* A piece was drawn down to 14 inch diameter, (round,) made into a chain link, tested in the chain-proving machine, and broke at 169,120 pounds.

(Signed) D. B. MARTIN,  
Engineer-in-Chief.

YARD: Foot of Catharine St., Brooklyn.

OFFICE: 48 Pine St., New York.

C. A. TROWBRIDGE,  
Secretary and General Agent.

**BARSTOW, EDEY & CO.,  
BANKERS and BROKERS**  
HAVE REMOVED FROM  
No. 30 to No. 36 Broad Street.  
OFFICE NO. 16.

**L. S. WATKINS,**  
BANKER,  
AND  
DEALER IN ALL CLASSES OF  
GOVERNMENT SECURITIES and GOLD,  
No. 11 Broad Street,  
NEW YORK.

Collections made in all parts of the United States and British Provinces.

**THE UNITED STATES  
STEEL PEN WORKS,**  
CAMDEN, N. J.  
**THE ESTERBROOK**  
**Steel Pen Manufacturing**  
**COMPANY,**

WAREHOUSES, { 51 JOHN STREET, N. Y.  
CAMDEN, NEW JERSEY.

Samples and prices on application. Lots made to order of any pattern or stamp required.

#### CAUTION.

These Pens are of genuine American manufacture, and equal in finish, elasticity, and fineness of point to the best imported. They are, therefore, sure to gain the confidence of the American public. The fac-simile of our signature is sufficient security against foreign imitation.

R. ESTERBROOK & CO.  
WOOLWORTH & GRAHAM,  
Sole Agents.

## Car Covering or Roofing

KINGMAN'S CEMENT WITH HEAVY CAN VASS, used by many roads as a substitute for Car Duck. WILLIAMS & PAGE, Boston. July 19th, 1855.

#### Railway Purchasing Agent.

A PERSON of experience, thoroughly acquainted with the business and markets, desires to form an arrangement with some RAIL ROAD CORPORATION of standing, to act in the capacity of Purchasing Agent. References unexceptionable.

Address, "H," P. O. Box 5,314, New York City.

**IRON PAINT.**  
THE PUREST AND BEST  
Mineral Paint in Market.

Hudson River Metallic Paint,  
**BROWN OXIDE,**  
**ORANGE YELLOW,**  
**BLACK METALLIC,**  
Suitable for all kinds of in and out door work and for all climates.

**WILL NOT BLISTER, CRACK NOR SCALE.**

For sale in quantities from 100 to 300 lbs, or by the Ton. By the Sole Agents,

**L. G. TILLOTSON & CO.,**  
Manufacturers and Dealers in  
RAILWAY AND TELEGRAPH SUPPLIES,  
26 Dey St., New York.

**Winslow, Lanier & Co.**  
BANKERS.

Owing to alterations in progress at their late office,

**HAVE REMOVED**  
to the Rooms lately occupied by the FOURTH NATIONAL  
BANK,  
**Nos. 27 and 29 Pine Street.**

Interest allowed on Deposits.

OFFICE OF THE NEW YORK CENTRAL R. R. Co., {  
ALBANY, November 1st, 1855. {

THE Annual Election for Directors of this Company and for three Inspectors of the next Election, will be held at the Office of the Company, in the Exchange, in the City of Albany, on the second Wednesday (the twelfth) of December next. The poll will be opened at eleven o'clock in the forenoon, and will continue open for two hours thereafter.

By order of the Board of Directors,  
5145 ROBERT L. BANKS, Secretary

# THE CALVERT IRON AND NAIL WORKS CO.

OF BALTIMORE.

MANUFACTURERS OF  
ROLLED CONTINUOUS-LIP RAIL ROAD CHAIRS,  
FORGED SQUARE-LIP SLEEVE & FLANGE CHAIRS,  
AND ALL KINDS OF JOINT FASTENINGS AND BOLTS,  
RAIL ROAD, SHIP AND BOAT SPIKES,  
BOILER RIVETS, BRIDGE BOLTS, TRACK-LAYING TOOLS, &c.

These Works have been recently enlarged, and, with new and improved machinery, are prepared to execute orders with despatch.

MARSHALL P. SMITH, Gen'l Sup't.

## PHOENIX IRON COMPANY'S



### SUPERIOR WROUGHT IRON RAILWAY CHAIRS,

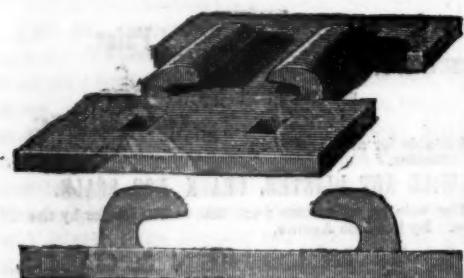
With continuous lips, made to fit exactly the flanges of the rails.

SAM'L. J. REEVES, V. Pres't,  
410 Walnut st., Philadelphia.

### NEW YORK Railroad Chair Works.

Of which the late J. S. BREESE was Pres't.

JOSIAH S. LEVERETT & CO.,  
SOLE AGENTS,  
No. 46 Courtlandt Street, New York.



THIS COMPANY also manufacture RAILROAD, SHIP AND BOAT SPIKES of a Superior quality, which they are prepared to supply at the short-notice.

MERCANTILE MUTUAL  
INSURANCE COMPANY.  
OFFICE, 35 WALL ST., - - NEW YORK.

ASSETS, Jan. 1st, 1860. .... \$1,366,699

ORGANIZED APRIL, 1841.  
Losses paid to Consumers in Cash, over Eighteen Million Dollars.

For the past nine years the cash dividends paid to Stockholders, made from ONE-THIRD of the net profits, has amounted in the aggregate to

One Hundred and Twenty-one and a half per Ct.  
Instead of issuing a scrip dividend to dealers, based on the principal that all classes of risk are equally profitable, this Company will hereafter make such cash abatement or discount from the current rates, when premiums are paid, as the general experience of underwriters will warrant, and the net profits remaining at the close of the year will be divided to the stockholders.

This Company continues to make Insurance on Marine and Inland Navigation and Transportation Risks, including Risks on Merchandise of all kinds, Hulls, and Freight, on the most favorable terms.

Policies issued making loss payable in Gold or Currency, at the office in New York; or in Sterling, at the office of Rathbone Bros. & Co., in Liverpool.

ELLWOOD WALTER, President.  
CHAS. NEWCOMB, Vice-President.  
G. J. DESPARF, Secretary.

## GEO. M. FREEMAN. Solid Emery Vulcanite. RAILROAD SUPPLIES,

No. 125 WALNUT STREET,  
PHILADELPHIA.

Railroad Materials, Locomotive and Car Findings,  
MACHINERY AND MACHINISTS' TOOLS.

MINERS' TOOLS, ETC.

COTTON WASTE. WHITE AND YELLOW CAR GREASE,  
LOCOMOTIVE BRASS WORK,

Baggage Checks, Barrows, etc., etc.,

RAILROAD LANTERNS, SIGNAL LIGHTS,

STEAM GAUGES, COCKS AND WHISTLES,

INDIA RUBBER HOSE PACKINGS, ETC.

LANTERNS OF ALL DESCRIPTIONS,

ENGINE, STATION, AND SIGNAL BELLS,

Superior Car Upholstery, etc. ETC.

AGENCY OF THE KEROSENE OIL COMPANY.

Orders solicited, promptly filled, and forwarded with despatch and care at the manufacturer's lowest prices.

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